

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

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EXCLUSIVE Q&A
ADAM CARROLL



The World Cup winner tackles the MN readers' questions, page 20

Famous British team set to take over title-winning all-electric Mercedes operation

McLAREN EXPANDS WITH FORMULA E ATTACK FOR 2022-2023 CAMPAIGN



Merc will be taken over
by McLaren Racing



McLaren will field two machines

By Matt James

McLaren Racing will move into Formula E next season after sealing a deal to take over the Mercedes squad.

Mercedes announced in August 2021 that it would move out of FE to concentrate on its Formula 1 commitments, while McLaren Racing has expanded into IndyCar and Extreme E in recent seasons to complement its grand prix arm.

McLaren head Zak Brown said that the switch would help the iconic British team increase its understanding of electrically powered motorsport.

"McLaren always seeks to compete against the best and on the leading edge of technology, providing our fans, partners and people with new ways to be excited, entertained and inspired. Formula E, like all our racing series, fulfils all those criteria," said Brown.

The 2022-2023 FE campaign is due to begin in Saudi Arabia later in the year. The series will introduce the new Gen 3-spec cars for what will be its ninth season.

Full story, page 4

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**MOTORSPORT
NEWS**

INSIGHT

THE TOUGH FUTURE FOR WTCR

We look at the global
tin-top story p17



REPORT

COOK'S RECIPE FOR BTCC SUCCESS

Honda man opens his 2022
account at Brands p18



£3.99



ATLAS AXLE PARTS, BLACKLINE

Atlas plate style diff, historic spec. with 'Boreham' mods, 18 tooth side gears **£495.80** £594.96

SPARES

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Wavy plate each **£16.30** £19.56
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Atlas axle casing, thick tube, double pinned & breather
Pig's head only

£198.60 £238.32
£165.00 £198.00

Axle end stubs, R/H & L/H thread
Axle locking rings, R/H & L/H thread
Locking ring adjustment tool
Caliper mount brackets, suit AP

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£25.50 £30.60
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Fully-floating axle kit
£328.60 £394.38

Fully floating hub assembly without shafts
Fully floating axle kit, inc. (2) F/F Hub assemblies
plus (2) '4340' halfshafts, 18 tooth
(choice of length)

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£328.60 £394.38
£49.50 £59.40

SPARES

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Seal pack pack **£13.90** £16.68
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All Blackline halfshafts Group 1 and Group 4 are manufactured from 4340 alloy steel and have induction hardened teeth to Rockwell 50 HRC specifications. 4340 is about twice as strong as 1040 (the material which OEM halfshafts are normally manufactured from). It has a high degree of ductility to absorb shock loadings of abrupt acceleration, taking some load off the differential and CWP. However, it has a very high yield strength to sustain high torque loads without failure. 4340 is the ideal halfshaft material.

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ENGLISH AXLE PARTS, BLACKLINE

English plate style diff (30/90 ramps)

Available 18 tooth (mats with semi-floating conversion kit)
Available 22 tooth (mats with std. halfshaft)

Spare plate kit
Spare side gears, 18 or 22 tooth (please state)

English CWP, 3.54, 3.7, 3.9, 4.1, 4.4, 4.7, 4.9, 5.1, 5.3
Spare side bearing, top quality

Crush washer

Crown wheel bearing

Pinion bearing
Atlas into English semi-floating hub kit, inc. (2) '4340' halfshafts, 18 tooth

English axle weld-on brace ring
Special 10mm axle brace, English axle

SPARES
Semi-floating hub assembly (less bearing)

Bearing '4340'
Halfshaft, suit semi-floating kit

Flange, not semi-floating, suit std. axle
Flange, Group 1 type

Brake disc, 265 x 10

£395.80 £474.96
£395.80 £474.96
£39.50 £47.40
£32.50 £39.00
£231.50 £277.80
£19.90 £23.88
£5.90 £7.08
£9.90 £11.88
£14.90 £17.88

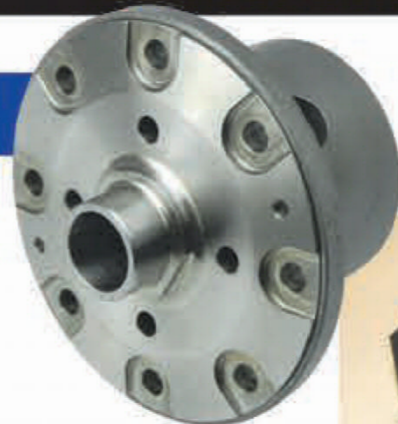
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£48.90 £59.76
£77.50 £93.00
£39.50 £47.40
£59.50 £71.40
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HELICAL LSDs, BLACKLINE

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ESCORT BRAKING PARTS

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Wilwood brakes kit, 247x20, Midlite caliper
Wilwood brakes kit, 285x21, Midlite caliper
Balance bar pedal box, cable clutch
Balance bar pedal box, hydraulic clutch
RMD master cylinders
Wilwood master cylinders
Wilwood proportioning valve, knob
Wilwood proportioning valve, lever
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£468.49 £562.19
£571.40 £685.68
£189.50 £227.40
£215.00 £258.00
from **£21.50** £25.80
from **£29.50** £35.40
£42.50 £51.00
£57.50 £69.00
£29.74 £35.69
£69.00 £82.80
£76.00 £91.20
£87.50 £105.00
£99.00 £118.80

Classic Ford wheels from
£69.00 £82.80

Poly 'bump stops, top axle mounting
Escort 11/1300 front springs, 145-220lbs
Escort RS front springs, 145-220lbs
1.9" & 2.25" coil springs, 20,000 in stock!
Adjustable spring seat kit
Helper spring adaptor, 2.25"-2.25"
Gaz, adjustable front shocks
Gaz, adjustable (3-way) front shocks
Gaz, adjustable rate rear shocks
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pair **£33.80** £40.56
from **£15.90** £19.08
£24.50 £29.40
£10.50 £12.60
£67.60 £81.12
£299.50 £359.40
each **£65.00** £78.00
RH 2:9 ratio **£119.50** £143.40
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RH 2:4 ratio **£174.50** £209.40
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LH 2:2 ratio **£214.50** £257.40

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Roller bearing top mount - spherical bearing
Roller bearing top mount - roller bearing
Roller bearing plastic dust covers
Spherical bearing race type top mounts

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each **£49.50** £59.40
each **£49.50** £59.40
pair **£9.50** £11.40
pair **£49.60** £59.52

TCA's 'Pattern' style

TCA's 'OEM' style

TCA bush insertion tool

Twin cam anti-roll bar

Anti-dive kit

World cup X-member

World cup mounts

RS2000 track rod ends

Group 4 style all steel U/J coupling

4-link kit

Heavy duty 4-link kit

Group 4 round turret kit

Mk1 spring shackles

Mk2 spring shackles

OEM Escort RS struts

Group 4 spec. front RS struts

Escort RS stub axles

RS steering arms

Heavy duty steering arms, gusseted

Quick fit steering arm kit

Ally hubs - standard or Group 4

Stub axle hardware kit

Watts linkage kit

Taper leaf springs, 146lb rate

Ally tube strut brace, round tube

Work style 60mm oval tube strut brace

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Chassis mounted sump guard, wet sump

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pair **£63.50** £76.20
£14.90 £17.88
£59.50 £71.40
£31.00 £37.20
£106.50 £127.80
£28.50 £34.20
£10.50 £12.60
£19.80 £23.76
£119.50 £143.40
£185.00 £222.00
£65.00 £78.00
£17.00 £20.40
£23.50 £28.20
£96.95 £116.34
£128.00 £153.60
£130.00 £156.00
£69.50 £83.40
£79.50 £95.40
£9.60 £11.52
£49.50 £59.40
£10.90 £13.08
£199.50 £239.40
£49.50 £59.40
£44.90 £53.88
£51.50 £61.80
£12.90 £15.48
£137.00 £164.40
£16.50 £19.80
£119.50 £143.40
£13.90 £16.68

OEM TCA's
£63.50
£76.20



Mk2 Front Wing
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£86.52

Mk1 Mexico front wing, LH or RH each **£265.22** £318.27
Mk2 front wing, LH or RH, std. each **£72.10** £86.52
Mk2 front wing, LH or RH, RS2000 each **£175.00** £210.00

Full listing of all Mk1 and Mk2 body panels on our website

www.rallydesign.co.uk



X-Flow ally radiator
£179.60 £215.52

X-Flow ally radiator **£179.60** £215.52
RS2000 (Pinto) ally radiator **£179.60** £215.52
13/235 oil cooler **50.10** £60.12

Lockable fuel filler cap assembly **£49.50** £59.40

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WCP Interrupter pump
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WCP interrupter fuel pump **£29.00** £34.80
WCP solid state fuel pump **£19.00** £22.80
WCP injection fuel pump **£32.19** £38.63
Bonnet pin kits, stainless **£5.00** £6.00
Bonnet pin kits, alloy **£7.00** £8.40
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Avanti map light **£19.50** £23.40
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Roll cage padding, 3ft, B1 fire rating **£6.00** £7.20

M16 calipers to fit standard discs, pair **£89.00** £106.80
M16 calipers to fit vented discs (no spacers needed), pair **£98.50** £118.20
M16 caliper, shouldered bolts, set of 4 **£10.99** £13.19
Group 1 vented discs (247x20), pair **£39.00** £46.80



M16 Calipers from
£89.00 £106.80

4.25 ltr FIA plumbed-in fire system, full installation kit, FIA homologation EX 037.13
Kit **£159.80** £191.76

Escort Laminated & Heated Screens

Escort Mk1 front laminated screen (incl. rubber) **£69.50** £83.40
Escort Mk2 front laminated screen (incl. rubber) **£69.50** £83.40
Escort Mk1 front heated laminated screen (incl. rubber) **£198.60** £238.32
Escort Mk2 front heated laminated screen (incl. rubber) **£198.60** £238.32
Escort Mk1 rear screen rubber **£24.92** £29.90
Escort Mk1 rear screen rubber **£23.92** £28.70
Escort Mk2 front screen rubber **£29.08** £34.90
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Laser windscreen chip repair kit **£13.90** £16.68
14" or 17" rear view mirror **£14.90** £17.88

Escort Mk2 Rubber Parts

Bonnet bump stop pair **£6.20** £7.44
Bonnet rail bump stop, set of 4 **£10.90** £13.08
Bonnet bump stop, centre-rear **£5.10** £6.12
Wiring loom bulkhead grommet **£6.90** £8.28
Bonnet release cable grommet **£5.20** £6.24
Steering column bulkhead grommet **£7.20** £8.64
Handbrake backplate dust boots pair **£7.10** £8.52
Spedo cable bulkhead grommet **£5.20** £6.24
Throttle pedal pad **£5.20** £6.24
Brake and clutch pedal pads pair **£8.00** £9.60
Shock absorber top caps pair **£13.90** £16.68
Rear bumper side plugs, set of 4 **£9.90** £11.88
Oil line bulkhead grommet **£5.10** £6.12
Brake servo rod bellows **£5.20** £6.24

COMMENT

Photo: Motorsport Images, WTCR, Mike Hills, Steve Jones



The McLaren colours are flying high in single-seater championships all over the globe

KEEPING THE TRADITION ALIVE

The news that McLaren is taking on a challenge in Formula E has been very well received, and it is something of a throwback to teams of old that were prepared to fight on all fronts. It is, after all, a top-class team operating in motorsport. Why should any squad restrict itself to just one category?

McLaren goes racing in the old style, because it is an authentic racing team. It is very hard not to admire the things that it does. As well as its grand prix obligations, it has recently spread its wings into IndyCar and Extreme E too.

And the likelihood is, depending upon sponsorship deals, of course, that the Formula E machines will carry the McLaren orange, which was reintroduced onto the Formula 1 cars in 2018.

The papaya-shaded livery was first used in a Can-Am race in 1967. It was a colour scheme that Bruce McLaren's business partner Teddy Mayer had seen on a car in club racing and figured it would stand out well on the age's black-and-white TV coverage.

It made its Formula 1 debut a year later at the Race of Champions at Brands Hatch on McLaren's M7A. It was a highly successful debut too, with the Kiwi landing the race win. It went on to further glory that season too as Denny Hulme and Bruce wore the colours with pride. The tone, and the hue, were well and truly set in stone at that point.

The reintroduction of the colours to motorsport was a nice doff of the cap to previous times, and one that would have had a lot of modern motorsport fans slightly confused. Those with an eye to the past would have been very aware of its heritage and it completed the circle for the team nicely. With its bold presence on the grid and its ambitions to fight on several fronts at the same time, there is much to smile about for the legendary team.

In this issue of MN, we speak to someone who is well used to driving McLaren's GT products in recent years, Adam Carroll. The Northern Irishman was a seriously hot prospect as he rose through the single-seater ranks in his youth and you'd have had a decent wager that he would go on to become a grand prix winner. Unfortunately, while life's path took him to the cusp of an F1 deal it never materialised despite him proving his ability in everything he has raced in. The good news is that he is still plying his trade in the British GT championship among other plans for this year, so you can go and watch his talent trackside in 2022.

We have all the latest British Touring Car Championship action from Brands Hatch plus all the weekend's national rallying and racing reports too. Plus, don't forget to make your voice heard in the latest Motorsport News poll to unearth your favourite Jaguar race car. Check page 33 to find out how.

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All the UK reports: National racing round-up

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RACING NEWS



Iconic name will expand its operations in the 2022-2023 FE contest



McLaren has bought into the FE grid

Photos: Motorsport Images

McLAREN TO BUILD ON MERCEDES TITLE-WINNING EXPERIENCE IN FORMULA E

British team launches electric single-seater championship programme and aims to build EV knowledge

By Matt James

McLaren’s takeover of the Mercedes Formula E team will allow the title-winning squad to remain on course for success, according to current team principal Ian James.

James will remain in his role as McLaren takes over the operation for the 2022-2023 Formula E season. McLaren has yet to confirm its driver line-up or powertrain supplier for the fresh campaign.

James said: “Becoming part of the McLaren Racing family is a privilege: McLaren has always been synonymous with success and high-performance. This is a great moment for all parties involved but, above all, for the people that make up this team. They are what keeps its heart beating. Being able to continue working with them is what I am most excited about.”

Mercedes joined Formula E in 2019 and last season claimed the drivers’ title with Nyck de Vries, plus the teams’ crown.

“Since our inception in 2019, performance, sustainability and adaptability have been the keys to our success. Mercedes-Benz have been the main enablers for this team so far and when we started this journey, we could only have hoped for the results we’ve achieved to date,” added James.

“The company’s clear objectives and technological expertise accelerated our ambitions, and I would like to thank them for being the most supportive owner by

helping us to do what we do best: racing. Now, once again, they have been instrumental in securing the right partner to continue our Formula E journey.”

Alongside its Formula 1 programme, which uses Mercedes engines, McLaren runs a programme in IndyCar and also in the off-road Extreme E series.

McLaren head Zak Brown said: “It is satisfying to provide a home for the class-leading Formula E team that Mercedes has built, which will become a fully-

fledged part of the McLaren Racing family. While run separately to our F1 and IndyCar teams, Formula E complements and builds out our EV racing programme alongside Extreme E.

“I firmly believe that Formula E will give McLaren Racing a competitive advantage through greater understanding of EV racing, while providing a point of difference to our fans, partners and people, and continuing to drive us along our sustainability pathway.”



Indy is open to a WEC round

INDY BOSSES WANT A WEC ROUND IN THE FUTURE

Indianapolis owner Roger Penske has said he is keen to bring a round of the World Endurance Championship to the famous venue.

The team owner, who will run Porsche’s new LMDh when it comes on stream in 2023, said that he had opened discussions about bringing top-line long-distance racing to the 2.5-mile oval in the future.

The event would take place on the part-road course, part-oval, which was the home of the US Grand Prix from 2000 to 2007 and has since hosted IndyCar events.

“We are having discussions about it right now, [there is] nothing to announce, but it would be terrific,” said Penske.

“I’ve talked to Frederic [Lequien, boss of the WEC] and said we might have an interest. As far as Indianapolis is concerned our arms are wide open: come and run, we will have the place ready to go.”

WEC chiefs have said that they are reluctant to push the number of events in a season beyond the current level of six. The series already visits North America with the season-opening Sebring 1000 Miles, but Lequien added that he would explore any options put in front of him. “The USA is a very important market for us: it would be stupid to exclude opportunities like this,” Lequien explained.

RAHAL FIRMS UP INDYCAR OFFER FOR VETTEL

IndyCar team boss Bobby Rahal has said he would be open to giving four-time Formula 1 World title winner Sebastian Vettel a run in a US top-flight single-seater at Road America.

Aston Martin driver Vettel was quizzed ahead of the recent Miami Grand Prix on his views on the track, and he said he would prefer what he described as a “proper” American venue such as the Wisconsin circuit.

Rahal Letterman Lanigan driver Graham Rahal responded on social media to the comment and said: “I’ll double down and say it; Seb, if you ever want to test an IndyCar at Road America we will make it happen. Would be an honour to have you in our car!”

His views were endorsed by Rahal Sr, who himself took part in two Formula 1 races in 1978. Rahal told Autosport: “You couldn’t showcase IndyCar at a better venue than Road America, and you couldn’t showcase Road America better than in an IndyCar. So I’d love to see what Vettel thinks.

“Ultimately, does a guy like him want to go IndyCar racing after a highly successful Formula 1 career? I don’t know. A lot of Europeans don’t like the idea of oval racing. But he’s got plenty of years left to try other forms of racing.”

After the race, Vettel said he hadn’t ruled out the opportunity. “I need to have a look. But it’s a great track, so let’s see,” said the German.



Vettel has Road America offer...

DIRECTOR FREITAS TO GET DEBUT IN F1 RACE CONTROL IN SPAIN

New Formula 1 race director Eduardo Freitas will take control of his first grand prix at Barcelona this weekend.

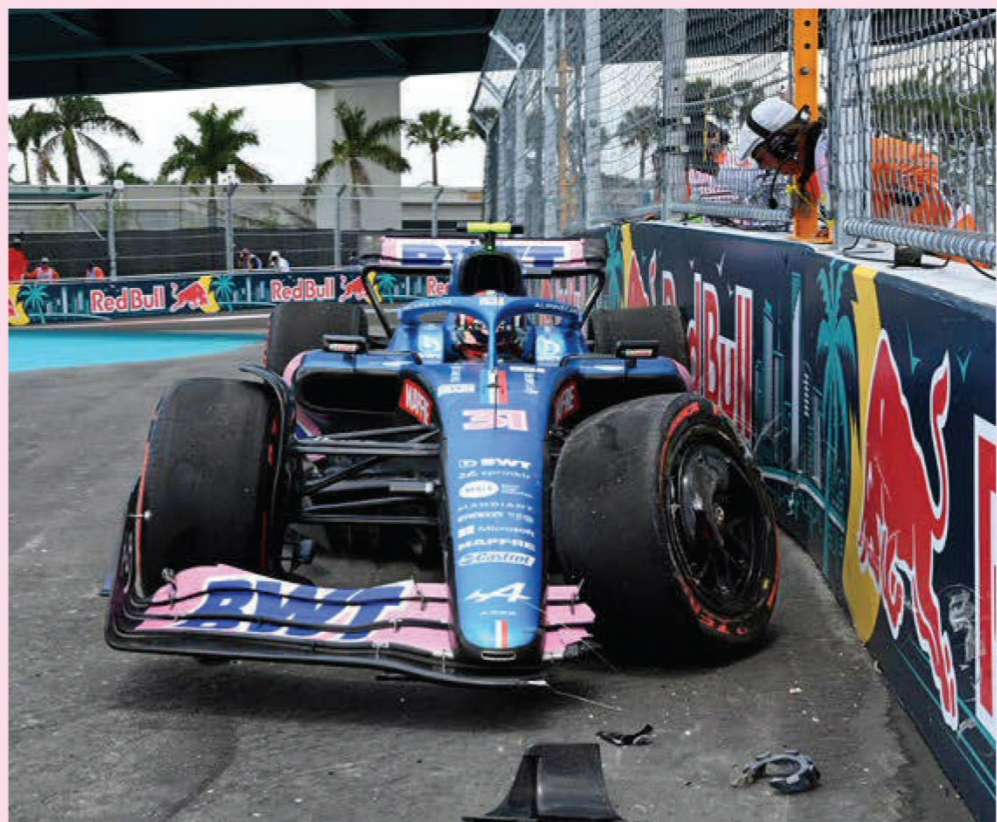
Freitas and Niels Wittich were employed by the FIA at the start of this season to share the race director role after Michael Masi was moved to another role following the controversial conclusion to last season’s competition in Abu Dhabi.

The initial plan was to let each of the new directors head up two races at a time and then alternate. However, Freitas has previous commitments with the World Endurance Championship that he has to attend. Clashing dates mean he has had to wait until the sixth round of the F1 season to make his debut.

The new personnel in race control have

drawn widespread praise. McLaren team principal Andreas Seidl said: “From my point of view the new set-up with Niels and also Eduardo had a very good start going into this new era of F1.

“Niels is quite straightforward in terms of making sure that the rules get enforced. He’s also quite straightforward in terms of getting across what he’s expecting.”



Esteban Ocon fell foul of the Turn 14 chicane in Miami Grand Prix

NORRIS URGES DRIVERS TO LISTEN TO DRIVERS’ VIEWS ON SAFETY

McLaren star Lando Norris says that Formula 1 bosses need to consult with racers on barrier designs after accidents at the recent Miami Grand Prix.

Both Ferrari’s Carlos Sainz and Alpine driver Esteban Ocon lost control on the way into the Turn 14 chicane and smote the wall, which was a concrete barrier unprotected by Tecpro. Ocon’s impact was recorded at 51g and he was forced to miss qualifying as a result of the smash.

Norris, who crashed out of the grand prix at a different part of the track following a collision with Pierre Gasly, said that bosses need to rethink the layout of some of the protective walls.

Norris, who is seventh in the F1 points chase, said: “I guess we learn from mistakes, and I hope that

they learn from what happened. As drivers, we kind of understand things differently to someone who’s not driving the car.

“It’s important that when we give advice it’s taken onboard and there’s action done, especially when I think there’s a much bigger consequence of not having a Tecpro there than if there was to be a Tecpro there, for instance, and something simple. Especially when it happens once, we said something, nothing was done. It happened again, and it was even worse. People just need to listen to us.

“We’re the ones driving the cars. We know more than what they do in many things, they know better than us in some. We just need to work together more. But at the minute, it just doesn’t seem like we get heard that much.”

Photos: Jakob Ebrey, Motorsport Images



STANDINGS			
BTCC (after 6/30 rounds)			
P	DRIVER	CAR	PTS
1	Tom Ingram	Excelr8 Hyundai i30 N	92
2	Josh Cook	BTC Racing Honda Civic	84
3	Ash Sutton	Motorbase Ford Focus	71
4	Jake Hill	WSR BMW 330e M Sport	69
5	Colin Turkington	WSR BMW 330e M Sport	69
6	Gordon Shedden	Team Dynamics Honda Civic	67

Cook became the first double winner of 2022

COOK NOT GETTING CARRIED AWAY AFTER BRANDS HATCH BTCC HAUL

BTC Racing Honda man has feet on the ground despite double victory

By Matt James

British Touring Car Championship ace Josh Cook says he is not considering the points table yet despite outstripping his rivals with a double win at Brands Hatch last weekend and looking ahead to his favourite circuit Thruxton.

The 30-year-old was the highest points scorer across the three races in Kent. As well as his two wins, he banked eighth spot in the reversed-grid race after being drawn in 12th spot on the starting line up. Cook has now moved to within eight points of table-topper Tom Ingram (Excelr8 Motorsport Hyundai i30 N).

Cook said: “While the wins are great, my focus is on a much bigger picture in terms of the championship points. We will now move on to the next round and just keep looking ahead. It is satisfying in

as much as the wins mean it is job done for a particular weekend, but it doesn’t mean we will rest on our laurels.”

Cook has taken seven victories at the super-quick Hampshire race track, which is next on the BTCC roster on May 28-29. His first win at Thruxton came in 2018 in a Vauxhall and he claimed three wins for BTC Racing in the Honda Civic Type R during the category’s two visits to the track in 2021.

“Thruxton has been a great track for me previously but that doesn’t really count for anything because we know how competitive the touring car grid is,” added Cook. “I am not taking anything for granted. We just need to get the best out of all of it – the car, the team and me – at every round.

“I am not looking at the points table yet: it is about making sure we are consistently quick everywhere.”



Josh Cook scored 50 points and two wins at Brands

REID: LE MANS SHOULD AVOID ANY GRAND PRIX CLASHES

The FIA’s deputy president for sport Robert Reid has said that motor racing prime movers must do all they can to avoid a date clash between the Le Mans 24 hours and a Formula 1 grand prix weekend.

The twice-around-the-clock race was scheduled on the same weekend as the Canadian Grand Prix for the last two seasons, but the Covid disruptions meant that the French event took place when there was no Formula 1 event. Reid said it would always be a desire to keep the

weekend of the 24 hours free, although this was becoming increasingly difficult given the expanding F1 calendar.

In 2023, the Le Mans 24 Hours will be celebrating the 100th anniversary since the maiden event at La Sarthe.

“[The anniversary] is a opportunity for us to say we should not have a clash and that should become the norm,” said Reid on a visit to the Spa’s WEC round. “I would be supportive of there not being a clash, generally and specifically next year.”



Le Mans race must miss F1 dates, says Reid

DE VRIES GETS WILLIAMS FREE PRACTICE OUTING

Formula E champion Nyck de Vries will take part in his first grand prix weekend when he steps in for Alex Albon at Williams in free practice in this weekend’s Spanish Grand Prix.

The Dutch driver, who races for Mercedes in Formula E and is the German firm’s reserve driver, has been linked to a full-time grand prix seat with the Williams team in 2023 – some sources have suggested he could replace current racer Nicholas Latifi before the end of the current campaign.

De Vries drove an F1 car for the first time as part of the Young Driver test in Abu



Formula E’s de Vries

Dhabi last season when he handled a Mercedes.

The 27-year-old said: “Firstly, I’d really like to thank Williams for the opportunity to run in FP1. It’s great for me to get to know the team and drive the FW44, and also to get myself out on track.

“Preparation is going well so far and the team have been very supportive of me.”

BERLIN E-PRIX: TEMPELHOF AIRPORT BY ALICE HOLLOWAY

MAY 14-15



De Vries took his second victory of the campaign in race two



Mortara fended off a late-race challenge from Vergne in opener

MERCEDES POWER DOMINATES IN BERLIN

Mercedes powertrains were on top in Berlin’s Formula E double header with Mercedes EQ’s Nyck de Vries and Edoardo Mortara’s customer Venturi dominating.

Mortara cruised to a pole and win on Saturday judging his two hits of 35kW-boosted power perfectly to vanquish the opposition and claim his second win of the season to add to his Riyadh success in January.

Jean-Eric Vergne emerged as Mortara’s only true threat. But despite Vergne’s penultimate-lap lunge, wherein he briefly took the lead only to run wide and relinquish position, it was the Italo-Swiss that celebrated a maximum 28-point haul to close upon previous points leader Stoffel Vandoorne.

Vandoorne had looked to be a genuine contender but got bogged down in the first phase of the race and was unable to get on terms with the leader and had to settle for third.

Andre Lotterer brought Porsche a fourth-place finish at its home race, leading Mitch Evans’ Jaguar, Lotterer’s team-mate Pascal Wehrlein, Sam Bird, Antonio Felix da Costa, Alexander Sims and de Vries over the line to complete the points scorers.

The strong Mercedes performance turned out not to be a one off as, after a daring move up the inside into Turn 1, Nyck De Vries took a dominant win in the second race of the weekend, on Sunday afternoon.

Polesitter Mortara tried to use a different attack mode strategy, but could do no better than second, crossing the line 2.5 seconds behind de Vries.

Mortara fought issues with loose bodywork after the do or die first corner move by de Vries led to brief contact between the pair.

Vandoorne repeated his Saturday race result to finish third, taking the final step of the podium from Lucas di Grassi in the final stages of the race. It secured Mercedes the first ever 1-2-3-4 for a Formula E powertrain manufacturer.

Robin Frijns enjoyed a turnaround in fortunes from a desperate Saturday performance to be the best of the non-Merc powered cars.

The Envision Audi driver’s fifth position, though, was mired in controversy after an incident with Antonio Felix da Costa’s DS Techeetah entry.

The pair came together at Turn 6 with

Frijns contacting the back of da Costa’s car and taking the position. Although Frijns apologised post-race for the collision, the FIA deemed no further action was required anchoring da Costa to sixth.

Oliver Rowland gave Mahindra some cheer after a difficult season so far by finishing seventh, as he headed home Lotterer and championship contenders Vergne and Evans who took the final points.

Results

When: May 14-15 **Where:** Tempelhof Circuit, Berlin
Race 1 (40 laps): 1 Edoardo Mortara (Venturi Racing) 46m16.175s; 2 Jean-Eric Vergne (DS Techeetah) +1.782s; 3 Stoffel Vandoorne (Mercedes-EQ Formula E Team) +2.579s; 5 Mitch Evans (Jaguar TCS Racing) +3.189s; 6 Pascal Wehrlein (Porsche Formula E Team) +5.405s; 7 Sam Bird (Jaguar TCS Racing) +5.683s; 8 Antonio Felix da Costa (DS Techeetah) +6.400s; 9 Alexander Sims (Mahindra Racing) +6.565s; 10 Nyck de Vries (Mercedes-EQ Formula E Team) +6.602s.
Pole: Mortara. **Fastest lap:** di Grassi (Venturi Racing) 1m07.880 (77.60mph)

Race 2 (40 laps): 1 de Vries 46m12.268s; 2 Mortara +2.454s; 3 Vandoorne +6.936s; 4 di Grassi +8.165s; 5 Robin Frijns (Envision Racing) +13.829s; 6 da Costa +14.387s; 7 Oliver Rowland (Mahindra Racing) +15.518s; 8 Lotterer +15.845s; 9 Vergne +18.831s; 10 Evans +21.722s. **Pole:** Mortara. **Fastest lap:** Nick Cassidy (Envision Racing) 1m07.849s (77.60mph).
Championship positions (after 8/16 rounds): 1 Vandoorne 111; 2 Mortara 99; 3 Vergne 95; 4 Evans 83; 5 Frijns 81; 6 de Vries 65.

RACING NEWS



Plowman: critical

RAM RACING STANDS FIRM

RAM Racing figures were standing firm at British GT's Silverstone round 10 days ago as their Oulton Park result appeal continued to hang over the championship (*see main story*).

Ian Loggie, dropped from first to fifth at Oulton when his success penalty was applied post race, told Motorsport News: "That race was ours, 100%, and we want the points. It'll be decided at the highest level. It is an upset for the championship but what do we do, roll over and say 'that's fine guys'?"

RAM boss Dan Shufflebottom added to MN: "If we got to the end of the season and missed out on a championship by [the lost] 13 points we'll kick ourselves that we didn't push as hard as we can."

"They basically made a rule up on the spot without issuing a bulletin for it, so that's the grounds of our appeal."

Paddock Motorsport's Martin Plowman, Oulton's winner after RAM's success penalty was added and with an unconfirmed success penalty to apply to his Silverstone result, was among those who were critical.

"I think it makes a mockery of the championship," Plowman told MN. "The whole irony is that the [Oulton] success penalty will be applied after the [Silverstone] race which is partly their [RAM's] argument about Oulton Park."

"The [Oulton] decision was final and we need to move on."

BRITISH GT RESULT DEADLOCK SET TO BE BROKEN THIS WEEK

Fast-tracked timetable means RAM's Oulton result national court appeal was due on Tuesday

Photos: Jakob Ebrey, McLaren, Parker Revs Motorsport



RAM wants Oulton victory

By Graham Keillon

British GT's results wrangle was set to be resolved this week as Motorsport News went to press with RAM Racing's Oulton Park national court appeal to be heard on Tuesday.

The results of the last two British GT races have been provisional due to RAM's ongoing appeal of Oulton's race two result. This included the subsequent Silverstone race as its success time penalties – based on Oulton's top three – are only being applied to the result once the appeal is resolved. In addition no updated championship tables have been published.

It had been anticipated that the matter would remain unresolved for a significant proportion of the season, but Motorsport UK confirmed last week RAM's case would be heard on Tuesday May 17 via an "abridged timetable specifically to assist the championship". It added that RAM is seeking that success penalties are not



Loggie was first on road

applied at all to Oulton's result. Motorsport UK's statement said: "The appeal has been listed for hearing on May 17, the earliest possible date, on an abridged timetable specifically to assist the championship and all competitors. RAM... seeks to avoid the application of success time penalties for that event altogether."

RAM duo Ian Loggie and Jules Gounon were first home on the road in Oulton's second race, but were demoted to fifth as their success penalty from Oulton's race one was added post hoc, after a red flag during the pitstop window meant the penalties could not be served as usual in the stops. Stewards rejected RAM's post-race appeal but the team then took the matter to the national court.

COTTINGHAM CRUSHED BY EARLY-CONTEST CLASH

James Cottingham was left frustrated when a promising Silverstone 500 in his 2 Seas Mercedes was ended on lap one after a collision with Richard Neary's Team Abba Merc.

Neary after the clash disputing third place dropped to the back while RAM's Ian Loggie, also caught up, was severely delayed.

Cottingham told Motorsport News: "I left him [Neary] enough

room at the exit of Stowe so it could be a good clean race, with that three-hour race in mind, same into Vale. But he ran deep so I had to commit to the left and then to the right and suddenly I got tapped from the rear. I had the clear advantage and I just wish he'd extended me the same courtesy that I did twice before."

Neary's co-driver Sam Neary told MN: "It just looks like a

muddle up really, it seems like maybe James didn't see him and came across. There was no penalty added so clearly it wasn't our fault."

Loggie told MN: "The #8 car [Neary] just kept the boot in; he should really have backed out. It's not banger racing, these are £500,000 cars and people are racing them as if it's the dodgems and a 10-minute race."



Cottingham's Mercedes didn't get beyond lap one



Champion King took a detour after Spa wins

KING'S COURIER SERVICE FOR PARKER

Team Parker Racing's effort to get its Porsche 911 GT3 into British GT's Silverstone 500 had a prestigious courier helping in Porsche Supercup star Harry King.

Nick Jones and Scott Malvern's 911 gearbox failed in Saturday practice while King – 2020 Carrera Cup GB champion with Team Parker –

was at Spa-Francorchamps taking two Carrera Cup Benelux wins with Parker Revs. So King, on his way home, took a detour to Germany to pick up a replacement gearbox and drive it to the UK.

The effort was in vain however as after replacing the gearbox the team discovered the e-shift unit was also broken.

Parker boss Stuart Parker told Motorsport News: "One minute he was celebrating winning his second race of the weekend, the next minute he got a phone call from me to turn around and go back towards Nurburgring. Thank you very much to Harry, what he did was above and beyond the call of duty."

GT STAR BELL JOINS BRITISH GT GRID FOR DONINGTON

Multiple international GT racing champion and McLaren factory driver Rob Bell will join the British GT grid at Donington Park next weekend in Fox Motorsport's McLaren 720S GT3.

Bell will partner Nick Halstead as regular Pro driver Jamie Stanley

is attending his brother's wedding. Bell finished a close third in British GT3's overall standings in 2019 in a Balfe McLaren, winning Donington's season closer. His only British GT outing since was a one-off Silverstone 500 appearance with Balfe in 2020; his

full-time 2022 programme is in the GT World Challenge Europe with a JOTA McLaren.

Fox with Halstead and Stanley has moved up to British GT's GT3 contest this year from GT4 and took a podium finish in Oulton Park's season opener last month.

Bell said: "The grid is as strong as it's ever been in terms of numbers and quality, so it's an exciting time to jump back in. Seeing what the team has achieved in the first couple of events, there's no reason not to aim high."



Bell steps in for Fox's Stanley



Dunne is here to stay in British F4 contest

ALEX DUNNE CONFIRMS FULL BRITISH F4 2022 SEASON

Irish teenage rising star stays beyond his stunning 'one-off' campaign opener

By Graham Keilloh

British Formula 4 pacesetter Alex Dunne has confirmed he will complete a full championship campaign this year after racing to the table top in Donington Park's season opener last month

The Irish 16-year-old with Hitech GP took two wins and a second at Donington then added to his victory total at Brands Hatch last weekend.

Dunne's Donington weekend was announced as a one-off deal, but now

Dunne has confirmed he will continue in the category with Hitech alongside his existing Italian F4 effort. Dunne also leads the Italian table after three podium finishes, including a win, in its recent Imola triple-header opener.

Dunne told Motorsport News: "To be honest it was always the plan to do the full season. But there was a slight mistake in the PR and we decided to leave it there to keep everybody guessing for the time being.

"I'm really happy to be back with Hitech and back in British F4. Winning

the championship will be nice but I'm going to take it as it comes: pole positions, wins, fastest laps, and then if it all comes together that would be great.

"The car between Italian F4 and British F4 is the exact same, just the engine in British F4 is slightly slower. [The similarity] definitely makes it a lot easier, it's extra track time as well.

"The last round of both championships clash, so we'll have to decide when the time comes [which to do]. I'm not quite sure how we're going to decide that yet."



Dunne: taken series by storm

KHERA AND 7TSIX HAVE VICTORIOUS BEC TIE-UP

Newly formed McLaren GT3 squad 7TSIX and its resident Pro driver Euan Hankey had a victorious British Endurance Championship tie-up with series regular Lucky Khera in last weekend's Snetterton round.

Khera raced 7TSIX's McLaren 720S GT3 alongside factory driver Hankey – who is also Khera's coach – in the three-hour Norfolk event as the team supported Race Lab's entry in a one-off.

Khera took a clear victory at BEC's Silverstone

opening round in March racing Race Lab's Lamborghini. Hankey alongside Mia Flewitt races a 7TSIX 720S in British GT.

The team owner of 7TSIX, Joe Edge, said: "Our debut endurance event [British GT's Silverstone 500] showed that we had good pace. The team has been going from strength to strength.

"I'm pleased we were able to help keep Lucky's championship push going with Race Lab after such a strong opening to the year."



MG CAR CLUB'S MONEY TO MARSHALS

MG Car Club assisted by competitors' contributions made a £1000 donation to the British Motorsports Marshals Club at the race club's Cadwell Park meeting 10 days ago. Chief marshal Paul Stilling presented BMMC national treasurer Steve Woolfe with the cheque, and a number of marshals and MGCC representatives joined the presentation on Cadwell's start-finish line. Woolfe confirmed the money will be used to help provide marshals' training.



The British GT squad had BEC success in Norfolk

HANNAH HAS GB4 RACE-WINNING PACE

Logan Hannah believes she had race-winning pace when taking her first podium finish in the new GB4 championship at Silverstone 10 days ago.

The Graham Brunton Racing competitor led the opening stages of the reversed-grid contest and, though she lost first to Lucas Romanek on lap four of nine, she finished second

just two seconds off the win.

Hannah told Motorsport News: "I knew that we had a car that was quick enough to do the job. Made a little mistake out of Becketts and Lucas got past but I probably did have the pace to win because I was then able to catch him. But I'm so happy with second.

"I'm definitely enjoying [GB4] a lot more now. Hopefully much

of the same [from now on] but in not-the-reversed-grid races."

Hannah and team-mate Chloe Grant in Silverstone's build-up also got sim and other help from four-time British GT champion Jonny Adam, who has family ties with the Brunton team. Hannah said: "Setting the weekend up like that is exactly what we needed, it's obviously worked."



Hannah was delighted with P2

FIRST PICKUPS CHAMPION SIMPSON BACK IN SERIES

Inaugural Pickup Truck Racing champion Jeff Simpson returned to the formula for the first time in 23 years when he raced at Pembrey 10 days ago.

"The truck was just sat in the garage after my son Matt [ex-BTCC racer] raced it, so I decided to bring it out," he explained after a best finish of 12th in the third and final race in south Wales. The championship celebrates its 25th anniversary this year.

Simpson after a lay-off returned to become 2012's Silhouette champion, a feat he almost repeated the following year, but he crashed at 2013's final round and hadn't raced since.

OBITUARY

Tick Steward
1969-2022



Motorsport News was sad to hear that towering Legends figure and one of national motorsport's most recognisable names Tick Steward has lost his lengthy battle with cancer aged 52.

Steward was both the first-ever Legends Cars National Champion and the inaugural Legends Cars World Champion. He also was central in the fledgling National Championship's mid-nineties development as the first person to purchase a car from series owner Phil Cooper plus he conducted all of the original Silverstone demo runs.

Steward joined the Legends contest as a multiple oval racing champion and became the Legends competitor to beat. Across four seasons – 1996, 1998, 1999 and 2000 – the Essex driver won 70 races from 153 starts and his win rate is the highest of 300-plus drivers who have raced in the National Championship.

Cooper said: "I can't stress enough what a pivotal role Tick played in the early years of Legends racing here in the UK. Tick was an incredible driver, fantastic competitor and, most importantly, a wonderful person and friend."

MN sends its condolences to Tick's wife Helen and sons Thomas and Harry.

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08 ROUNDS

116 trophy

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SUN 10 APR

02 OULTON PARK
SAT 14 MAY

03 PEMBREY CIRCUIT
SUN 18-19 JUN TBC

04 SILVERSTONE
SUN 17 JUL

05 DONINGTON PARK
SUN 7 AUG

06 BRANDS HATCH
SAT 27 AUG

07 CADWELL PARK
SAT 17 SEP

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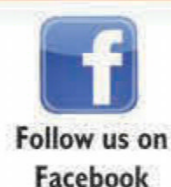
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RALLY NEWS

Photos: mcklein-imagedatabase.com

ARMSTRONG TO PLAY SAFE IN JUNIOR WRC TITLE BID

Jon Armstrong says a measured approach is needed on the third round of the FIA Junior WRC in Portugal as the one-make series reaches its halfway point.

Armstrong jointly leads with Lauri Joona on 47 points after the opening two rounds in Sweden and Croatia, with both drivers having taken a win apiece.

In Croatia last month Northern Irishman Armstrong – last year’s JWRC runner-up – battled back from an accident and engine problems to bag 12 points.

September’s Acropolis Rally aside, Rally of Portugal promises to be one of the most unforgiving for the JWRC crews and their Ford Fiesta Rally3s meaning that car preservation will play a big part in who finishes where come Sunday.

“We were pretty strong in Portugal last year; we led on the first day before we picked up a puncture and that set us back,” said Armstrong, whose outing 12 months ago was ended by engine failure.

“I’m quite comfortable with the stages but the big thing is staying out of trouble. Portugal is one of those rallies where my pace can be quite good if I push, but at the end of the day you have to be smart, too, trying to avoid the dangers – rocks, rutted sections, things like that – and looking after the car but it should be possible to get a strong result.”

Armstrong and co-driver Brian Hoy will be joined in Portugal by William Creighton and Liam Regan. Creighton is fourth in the title race on 27 points.



Evans needs to get the ball rolling



Rovanperä will be aiming to maintain his flying WRC start

EVANS AIMS TO UPSTAGE WRC GREATS ON RALLY PORTUGAL

Toyota’s struggling star vying to score big by beating legends Loeb and Ogier on gravel

By Graham Lister

Elfyn Evans needs to beat two of the World Rally Championship’s most successful drivers and then work out how he can topple Toyota team-mate Kalle Rovanperä on the first gravel counter of the WRC season in Portugal this week.

In a year when the series celebrates its half-century, Briton Evans is more than aware that even if he wins on Sunday and goes fastest on the points-paying

powerstage with Rovanperä registering a DNF, he would only just halve his deficit to the runaway championship-leading Finn, such has been their contrasting campaigns so far this year.

Evans, the WRC runner-up for the last two seasons, counts his fifth place in Croatia as his best result of 2022. Rovanperä, conversely, is a double winner and tops the title order over Hyundai’s Thierry Neuville by a 29-point margin.

Running out of Matosinhos,

close to Porto, from Thursday to Sunday, the 55th Rally of Portugal forms the centrepiece of the WRC’s half-century celebrations with several legends – and cars – from yesteryear appearing.

It’s therefore fitting that Sebastien Loeb and Ogier – who share 17 World titles and 134 wins between them – are making their second appearances of the season as part of their limited schedules for M-Sport and Toyota respectively.

But after Loeb beat Ogier by

10.5s on January’s Monte Carlo Rally, writing more history rather than celebrating previous achievements means more to both, and their lower road positions will only help their respective causes.

“I’m here not only to enjoy it [but to] get some good results,” said Ogier, who partners Evans and Rovanperä at Toyota. “It will be something different for me to not be starting near the front and hopefully that can be a bit of an advantage if it doesn’t rain. The biggest challenge will be getting

back in the rhythm straightaway after only one test day on gravel. But at the same time, these cars are new for everyone on gravel.”

Ogier took the first of his 54 WRC triumphs in Portugal in 2010 and victory this weekend would make him the event’s most successful driver with six wins.

Loeb, meanwhile, has only started Rally de Portugal once since the event returned to the north of the country in 2015. That was in 2019 when the works Hyundai he was driving stopped with broken suspension.

BRIT HOPING TO STAND IN RECORD-SEEKING OGIER’S WAY

Elfyn Evans starts the fourth round of the World championship playing catch-up in the title fight after a torrid start to the season alongside co-driver Scott Martin.

The 33-year-old has only gone the distance on one occasion in 2022 but has Rally of Portugal form after winning last season.

“It’s difficult to know how we will fare against

the competition in our first event on gravel with the Rally1 cars, but the feeling in testing was generally quite positive,” said Evans, who beat Dani Sordo and Sebastien Ogier in Portugal in 2021. “We could definitely do with a strong result. With a run of gravel events coming up, hopefully we can hit the ground running in Portugal and then carry some

momentum forwards. If it’s dry then our road position should be favourable, but that’s not an automatic ticket to a good result and there’s still a lot to focus on and to get right to make the most of it, especially as everyone tries to get comfortable in these [Rally1] cars.”

Toyota team boss Jari-Matti Latvala said: “In Portugal, when it’s

dry there’s a lot of loose gravel on top and this makes it very difficult for the first car. This difficult task will be a new experience for Kalle on Friday, but he’ll keep his cool even if he’s losing time. On the other hand, we will have good starting positions with Elfyn and Seb and they should both have a strong possibility to fight for the victory.”



Welshman is not looking forward to the gravel events

CASH-STRAPPED SOLANS DOUBLES-UP IN ERC

Nil Solans made it two wins from two European championship starts with victory on Rally Islas Canarias last weekend.

The Spaniard, with WRC event winner Marc Martí co-driving, took the lead early on leg two after veteran local hero Luis Monzon was forced to retire with a puncture

while holding top spot.

Solans, who won the season opener in Fafe but couldn’t compete on the next round in the Azores after running short of funds, is now working on securing the cash to enter Poland’s ERC qualifier next month.

“It’s amazing to win,” said the

Volkswagen Polo driver. “Thanks to everybody, all my sponsors and the team as well. This victory is absolutely for them, and without them we couldn’t achieve this. I want to go to Poland, but let’s see if we can find the support to do it.”

Azores winner Efrén Llarena beat Yoann Bonato to second place.

SORDO NOT EXPECTING START ORDER ADVANTAGE

Dani Sordo isn’t counting on his lowly road position giving him an advantage on Rally of Portugal.

The Spaniard is making his first start of the season – and his debut in a Hyundai i20 N Rally1.

He’s set to start leg one 12th

on the road which, in dry conditions, would ordinarily hand him an advantage.

But with Sebastien Loeb fourth behind Craig Breen, Sebastien Ogier eighth and Elfyn Evans ninth, Sordo isn’t expecting big gains.

“Providing there is no rain

we have a very good road position and this can help a lot because you have the lines to follow and the grip is more consistent,” Sordo said. “But this year many good drivers are starting further back so it will be a little bit more difficult than before.”

RALLY NEWS

HENRY HEADS NORTHERN IRISH FIELD

The Northern Ireland Rally Championship resumes on Saturday with a capacity entry secured for the Maiden City Stages.

Round three of the series takes crews onto closed public roads for the first time this year, with Desi Henry the top seed in his Ford Fiesta Rally2 car.

Henry carries #1 on his Ford Fiesta Rally2 as he won the event when it was last held in 2019. Henry has shown real promise in his new car, scoring back-to-back wins on gravel earlier this year. However, a first victory on Tarmac continues to elude him despite coming close on last month's Circuit of Ireland only for an engine issue to sideline him late on.

"I'm really looking forward to getting out again and back in the seat after our recent disappointment at the Circuit," said Henry. "We won this rally a few years ago, beating Callum Devine on the way, and it will be a difficult task this time around – but it won't be for the lack of trying."

"We are working hard on the Fiesta's set-up to get it exactly where we want it to be and it's starting to come together really well."

Killarney International Rally winner Callum Devine will run second on the road, with Cathan McCourt at number three, reigning Northern Ireland Rally title holder and current points leader Jonathan Greer at four, and eight-time national champion Derek McGarrity at five. The event will comprise two closed-road stages, Dunamanagh and Artigarvan, with each stage repeated three times.

EVANS CONSIDERING BRC WITH JIM CLARK ENTRY

VW Polo man secures backing for British Championship assault in 2022

Photos: Kevin Glendenning, Paul and Ben Lawrence



Evans could expand his horizons in 2022

By Luke Barry

Irish Tarmac Championship frontrunner Meirion Evans is on the verge of a select British Rally Championship campaign with an entry into the Jim Clark Rally.

When MN went to press last week Evans was still in discussions with a potential sponsor about the season, but he'll do the Jim Clark whether or not he's registered for BRC points.

"We hopefully have a sponsor that's meant to be in for the BRC. It didn't go through in time for Clacton but I'll know soon if anything happens," said the VW Polo R5 driver. "But I'll probably go to the Jim Clark anyway and I'll probably sign up

for the BRC as obviously with Rali Bae later in the year as well and I have said I'd like to do some gravel rallying just to try and build a bit.

"The Nicky Grist Stages is in July and it's only half an hour up the road from me, but we'll see as it goes along. I'm not ruling anything out."

On the Jim Clark entry Evans added: "After West Cork we changed a few things to the car that should've worked but haven't worked, so we're going back now to see if it's me or something we changed. It's a good event in between Killarney and Donegal and we're going there anyway [with Osian Pryce and Jason Pritchard using Melvyn Evans Motorsport cars] so it makes sense for us."

THORBURN BACK IN ACTION FOR SCOTTISH TARMAC CLASSIC

Euan Thorburn will make his first rally start in over two years on his home event, the Jim Clark Rally, at the end of the month.

Thorburn, who won both the Scottish and BTRDA Gold Star titles in 2019, last competed in his Ford Focus WRC05 back on the Mayo Stages in March 2020 as a warm-up for an intended Asphalt Championship campaign that was scrapped due to Covid-19.

Despite hailing from the Jim Clark's host town of Duns, Thorburn hasn't done his local rally since 2014 either as the one time it has run since then, 2019, Thorburn was serving a ban for a speeding offence

on the public road. However, he has entered both the main event on Friday and Saturday as well as the Reivers Rally on Sunday but isn't understood to be scoring championship points for either the Asphalt or Scottish championships.

Thorburn's co-driver Paul Beaton told MN the pair aren't sure if this will be a one-off or if it'll lead to something more. "We are both struggling with work commitments to commit to anything really," said Beaton. "Hopefully we can get dialled in reasonably early and be competitive."



Multiple title winner Euan Thorburn will return for the Jim Clark Stages next weekend



Organisers will take a year off from North West Stages

NORTH WEST STAGES TO SKIP 2023

The North West Stages will not run in 2023 after the organisers confirmed that the event will take a sabbatical and return in March 2024.

After the second closed-road edition of the rally in March, the organisers decided that several significant factors meant that

it would not be practical to run again in spring 2023.

A statement from Motorsport (North West) Ltd confirmed that the workload required to run a closed-road rally of this nature is immense and that they need to further develop the route to ensure that the

event can continue to grow.

Accommodating increasing numbers of spectators brought its own challenges and the cost of running the event is a major factor.

In a statement, the organisers said: "With two closed-road events under our belt the potential

financial risk to the club is clear and cannot be underestimated. In order to protect the future of the rally, it is incumbent on the team to revisit the finances and revise and improve the current business model."

The provisional date for the 2024 event is March 22-23.

WOODPECKER GOES BACK TO ITS ROOTS

The popular Woodpecker Stages Rally will return to its customary format when it runs on Saturday September 3.

After being lost to Covid in 2020 and run to a condensed format in Radnor Forest in 2021 to suit the ongoing Covid situation, this year's event will be based back at the Ludlow racecourse.

The 2022 route will take in gravel stages over the Welsh border in Radnor Forest and the hugely popular Haye Park stage, just outside Ludlow.

The event will be round six of the BTRDA Rally series, round five of the Welsh Rally Championship and round four of the British Historic Rally Championship as the BHRC

resumes after a three-month summer break.

It will be the first time in two decades that the BHRC has run on the popular event that has an incredibly strong local following. The Woodpecker is set to feature a very high demand for entries when they open later in the summer.



Woodpecker is back in September

NEW SPECTATOR STAGE FOR JIM CLARK RALLY

Capacity entries for both events and an all-new spectator stage are key elements of the Jim Clark Rally on May 27-29.

On Friday evening and Saturday, the Jim Clark Rally will be a round of both the British Rally Championship and the Asphalt Rally Championship.

On Sunday, the separate one-day Reivers Rally will be a round of the Scottish Rally Championship.

Both events have full 120-car entries with reserves, which is testament to the popularity of the Duns-based closed road rally in the Scottish borders. More than 20 reserves are standing by for the 75-stage mile Jim Clark event.

An all-new special stage on Saturday will be a key focus for spectators as well as a fresh challenge for the crews.

Dan Wright, chair of the organising team, told Motorsport News: “We try to keep the rally fresh and we have a new stage this year that has never been used before. The new stage has one of the best spectator points.”

The new stage is about six miles long and has spectacular views over the Scottish countryside where the cars can be seen for some time and from above. It will be run on Saturday morning and again on Saturday afternoon and will have toilets and catering on site along with easy access for spectators.

“We do have a significant number of reserves and we are very gratified by that,” added Wright. “I think we are in a position where people aspire to do the Jim Clark Rally.”

The event will open with two stages on Friday evening with the first car starting the second stage at 2110hrs.



Fans will be welcomed to Jim Clark Rally

Fisher's confidence unaffected by off



Photos: Jakob Ebrey, Martin Walsh, Ben Lawrence

FISHER PLEDGES TO BOUNCE BACK IN DONEGAL

Volkswagen man promises to put recent spill behind him

By Jason Craig

Alastair Fisher has vowed to bounce back from the heartbreak of seeing back-to-back victories in the Irish Tarmac Championship slip from his grasp at the Rally of the Lakes at the beginning of May.

Fisher and co-driver Gordon Noble led the event in Killarney early on and held a slender 3.1-second cushion

over Callum Devine and Noel O’Sullivan before the start of the final Sunday stage. However, Fisher misjudged his braking at a left-hander on Caragh Lake and his Volkswagen Polo GTi R5 ended up beached.

“The accident wasn’t one of those where we scared ourselves,” he said. “I left my braking a fraction too late and we went off, but it was nothing serious. We were on it from the word go in Killarney and that was

due to our performance at the Circuit. Our confidence hasn’t been affected at all.”

Fisher’s first DNF of 2022 means the ground he made up with victory at the Circuit of Ireland has been lost as he slips back down to fourth in the standings on 35 points.

But despite current leader Josh Moffett finishing runner-up in Killarney to strengthen his place in the title race, Fisher insists he can

string a run of victories together, starting at the three-day Donegal International Rally next month.

“There are still three maximum point-scoring opportunities to be had and we already have one, so the title is still possible,” he said. “Killarney sits on a par with Donegal for me as far as victories go, but Killarney has gone for another year so now the attention turns to Donegal. If we end up first there it would mean an awful lot.”

STANDINGS			
Irish Tarmac Rally Championship Points after 4/7 rounds			
POS	DRIVER	CAR	PTS
1	Josh Moffett	Hyundai i20 R5	62
2	Callum Devine	Volkswagen Polo GTi R5	41
3	Meirion Evans	Volkswagen Polo GTi R5	38
4	Alastair Fisher	Volkswagen Polo GTi R5	35
5	Daniel Cronin	Volkswagen Polo GTi R5	25
6	Jonny Greer	Citroen C3 Rally2	22

ROAD RALLY ROUND-UP

It's all White for two of the podium slots on Kemble

The format of the Kemble Targa Rally allowed crew members to swap seats and both contest all the tests. This allowed Gary White/Bradley White to take the win and, with roles changed, third place as well.

A capacity 60-car entry tackled the third round of the BTRDA Targa Championship. Gary White/Bradley White matched the test bogey on the opening section, one second faster than Steve Conner/Ben Griffin. The latter made up the deficit on test two and the crews were level. However, White/White established a clear lead on test three and stayed in front to the Finish.

The focus then moved to the battle for second place, with Conner/Griffin swapping times with Bradley White/Gary White. The matter was only resolved on the final test where Conner/Griffin were quickest and gained the runner-up spot.

James Griffiths/Matt Venables were in third place at the halfway point, but their Vauxhall Astra had its gearbox lose all its oil and seize at the end of test four.

Top BTRDA points were taken by Robert Milligan, who took his misfiring Mini to ninth place. It was a good day for the White clan, not only did they secure first and third in the Inter Club event, but Adrian

White/Ellen White were clear winners in the Clubman Rally.

Ian Mills

Results
Kemble Targa Rally
Organiser: Bath Motor Club **When:** May 8
Where: Cotswold Airport **Championships:** BTRDA, CSMG & ASWMC **Tests:** 6 (9 test miles) **Starters:** 60.
Results
1 Gary White/Bradley White (BMW 318Ti) 18m41s; 2 Steve Conner/Ben Griffin (Mazda MX-5) +8s; 3 Bradley White/Gary White (BMW 318Ti); 4 Ben Griffin/Steve Conner (Peugeot 106 Rallye); 5 Gavin Rogers/Matt Edean (Ford Escort); 6 Adrian White/Ellen White (BMW 318Ti); 7 Martin Lane/Keith Lane (Ford Ka); 8 Chris Woolley/Jamie Woolley (BMW E30); 9 Robert Milligan/David Middleditch (Austin Mini); 10 Matt Edean/Gavin Rogers (MG ZR).
Class winners: Semi-experts: Robert Fields/Andy Fields (Toyota MR2); Novices: Michael Jenkins/Alexandra Jenkins (MG ZR); Clubman Rally: Adrian White/Ellen White

SCOTTISH FORESTS SECURE UNTIL 2030

The future of motorsport in the Scottish forests has been secured until at least 2030 following a new agreement between Motorsport UK and Forestry and Land Scotland.

Under the agreement, Motorsport UK clubs can continue to request permission to organise rallies and other events on access roads and tracks within the FLS estate.

The two organisations will also work together to ensure events align to Motorsport UK’s sustainability strategy to avoid adverse environmental impacts.

Hugh Chambers, Motorsport UK CEO, said: “Scottish rallying is steeped in rich heritage, and we are delighted to announce a long-term agreement with Forest and Land Scotland.”



Scotland's stages have been secured



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SPORTING SCENE NEWS

KRISOFFERSSON KICKS OFF HIS SEASON WITH A NORDIC RALLYX WINNING DOUBLE

Rallycross dominator profits from woe for his rivals to open his 2022 account in victorious style

Photos: KMS, Paul Lawrence, Tom Banks



Kristoffersson's was untouchable

By Hal Ridge

Four-time World Rallycross champion Johan Kristoffersson claimed a brace of victories in the opening double-header of the Nordic-based RallyX season at Holjes in Sweden as he and his Kristoffersson Motorsport team prepare for World RX 2022.

But, while the KMS outfit will run a trio of electric cars in the top-flight campaign, it reverted to a pair of internal combustion engine Volkswagen Polo Supercars at Holjes. The outing was designed to prepare both its lead driver and the team for the forthcoming campaign. The World RX contest kicks off at the same venue at the beginning of July.

Kristoffersson started second on the grid in the round one final, but moved into the lead in the opening corners. He lost the advantage after taking his joker lap as he was outpaced by Anton Marklund, but when the SET Promotion driver suffered

from broken steering, landing from the circuit's jump in the final lap, Kristoffersson snuck through on the inside to win.

Round two on Sunday was more clear cut, Kristoffersson starting on pole and leading the final throughout to beat fellow World RX champion Mattias Ekström, who made a late entry to the event.

The pair were joined on the podium by Kristoffersson's 2021 World RX team-mate Enzo Ide, who continues to drive for the EKS team this year.

"I'm very proud of the whole team, they did such a good job all weekend," said Kristoffersson. "We did not really have the car where we wanted it at the beginning of the day on Sunday, but after a lot of changes it became more to my liking. In the final I had a very good start and it went perfectly."

Nils Andersson and Gustav Bergström made their Supercar debuts in KMS's second car, each in one of the two rounds.

PRYCE POWERS UP FOR FORCE HILLCLIMB BID

Leading hillclimber Eynon Price has moved to the two-litre racing car class for this year in his Force TA and gave his debut to a new 1720cc Suzuki Hayabusa engine at Harewood recently.

Price has previously run a 1600cc Hayabusa but believes that the new engine, the biggest Hayabusa on the hills, will move him up the pecking order while running in the two-litre class.

Built by RLM Racing, the new unit promises excellent torque and around 285bhp which should give Price a good chance of retaining his overall top 10 number from last year's British Hillclimb Championship. It started well when he scored run-off points at Harewood.



Pryce has switched class to challenge for British Hillclimb title

ZAMMIT LOOKS TO MIDLAND SERIES ATTACK

Maltese hillclimber Zac Zammit will concentrate his 2022 UK programme on the Midland Hillclimb Championship, rather than the British Hillclimb Championship, due to the time and increasing cost involved in commuting to each event from his home in Malta.

The nine-round Midland Championship means fewer flights and less expense than the 13 BHC events as he commutes to drive the 1600cc Empire Wraith built and run by Bill Chaplin.

"I have to leave home on Friday and get back on Monday and there are less flights at the moment which means



Zammit will cut down his events

it's more expensive," said Zammit.

He will still compete in the concurrent BHC rounds and has previously been a points scorer in top 12 run-offs.

5 NATIONS BRITISH RALLYCROSS CHAMPIONSHIP: PEMBREY BY HAL RIDGE

MAY 14-15

TEENAGER TURNS HEADS DESPITE TRACK DIRECTION CHANGE

If Patrick O'Donovan's performance in the opening round of the British Rallycross Championship 5 Nations Trophy had been impressive on Easter Saturday, it was only a precursor to what he delivered at Pembrey Circuit in rounds three and four.

While the 18-year-old had claimed a debut podium at Lydden Hill and then endured a character-building day on Easter Monday where he returned to earth with a bump, at Pembrey he simply dominated.

Fastest through qualifying in round three on Saturday, with the circuit running in an anti-clockwise direction, O'Donovan won every session from the front, only losing the lead briefly in the final when taking his joker early to cover off those behind.

When the circuit switched directions for the second instalment in the double-header weekend O'Donovan executed exactly the same form and by winning at

each stage, ensuring he held the all-important pole position inside slot on the grid, he led from the front to claim another convincing victory and move into the championship lead.

Second in round three went the way of reigning 5 Nations BRX title-holder Derek Tohill, who moved into the points lead on Saturday as a result, but the Irishman had a torrid day on Sunday. Dramas in both qualifying races, which led to a broken front upright and retirement in Q1, was followed by more issues in Q2. Tohill then retired from the semi-finals after further first corner contact but made the final grid by virtue of still being classified fourth in the semi.

In the final, Tohill made significant ground at Turn 1 to climb from seventh to second on track, but while embroiled in a battle for the position with Julian Godfrey he had contact with the six-time champion's car at the joker exit, putting Tohill out.

Second in round four went the way of

series stalwart Steve Hill, who displayed the pace to challenge for a top position all weekend but made a small error during the round four final that lost him ground. However, he gained a position when Tohill went out, and then overtook an ailing Godfrey with just one corner to go to claim a hugely popular second-place finish.

Godfrey completed the podium to add the result to his fourth-place finish from round three, while round three podium finisher Tristan Ovenden lost ground in the first-corner scrum of the round four final. He regained pace, albeit some way behind the pack, and finished sixth.

O'Donovan's father Ollie also endured a challenging weekend. Hampered by a misfiring engine in his new Proton Iriz throughout round three, he switched to his team's Ford Focus for round four and fared better, but, in the battle for position in the opening corners of the final got a track-marking tyre stuck under the front of the car, and by the time it



Patrick O'Donovan was the class act in both directions in Pembrey

became dislodged, he'd dropped out of podium contention.

Result

5 Nations BRX

Organiser: Lydden Hill Motor Club When: May 14-15 Where: Pembrey Circuit Starters: 49 Round 3: 1 Patrick O'Donovan (Ford Fiesta) 4m32.387s; 2 Derek Tohill (Ford Fiesta) +3.326s; 3 Tristan Ovenden (Citroen DS3); 4 Julian Godfrey (Ford Fiesta); 5 Ollie O'Donovan (Proton Iriz); 6 Bradley Westgarth (Mitsubishi Lancer Evo); Supernatural: Jason Bleasdale (Vauxhall VX220); Junior: Owen Robbins (Suzuki Swift); Swift

Sport: Max Weatherley (Suzuki Swift); BMW Mini: Andrew Hawkes (BMW Mini); ALL4 Mini: David Bell (BMW Mini); Super Retro: John Cross (Lancia Stratos); Retro Rallycross: Tony Lynch (Toyota MR2); RX150: Nick Priddy (RX150)

Round 4: 1 P O'Donovan 4m00.799s; 2 Steve Hill (Mitsubishi Lancer Evo) +12.386s; 3 Godfrey; 4 O O'Donovan; 5 Westgarth; 6 Ovenden.

Supernatural: Bleasdale; Junior: Max Watt (Suzuki Swift); Swift Sport: Weatherley; BMW Mini: Bradley Turner (BMW Mini); ALL4 Mini: Martin Hawkes (BMW Mini); Super Retro: Ray Morgan (Ford Escort); Retro Rallycross: Lynch; RX150: Krisztian Szabo (RX150).

HISTORICS

DOWN THE WORKSHOP

LOTUS 69

Current owner: David Hampton



Glorious Lotus 69 machine

He started with an Elan

"I've been competing for about 20 years. I always wanted to get into it and started with an Elan. I bought the Elan from the owner of Evo magazine and then found the Paul Matty group in hillclimbing. So I joined them and then graduated from the Elan."

He moved to the 69

"What happened was that I started putting the Elan up onto two wheels quite a bit, and I thought this was getting rather serious so I thought I'd get a bigger, wider car. So that's what I did and bought this Lotus 69. It came from South Africa. Originally, it was built for the works in 1970 and a couple of guys drove it, not famous drivers. It might have been built for Formula 2 but it was converted to Formula Atlantic and then went to South Africa and was raced there."

He's had it for 15 years

"It was stripped down and then somebody found all the bits and rebuilt it. Then some guy brought it back to the UK and I bought it from him. I've had it for about 15 years and it's done a lot and it's always been racing. It is still highly original and it looks the part with the wide wheels of the era. It's probably the wrong size tyre for hillclimbing but it is original."

It runs a two-litre BDG

"The car runs in Formula Atlantic specification but with a two-litre BDG engine. Originally it had a 1600cc BDA engine for Atlantic. I bought the BDG and put it in. We're not doing a big mileage but the BD engines do need rebuilding periodically. It's no good me taking it apart and looking because you need to know what you are doing, so it's got to go to an expert. Other than that, I do most of the preparation myself."

He's happy on the hills

"I'm 71 now and I'm not going to start going round the circuits racing it. I don't like losing, so wheel-to-wheel racing is really not for me. The Paul Matty Lotus Championship is really good with a really friendly bunch of people. The beauty of the championship is that it is a man-and-wife partnership and they really work at the social side of it. When your helmet's on it's a competition and when your helmet's off it's very social. We do about 12 rounds a year."

SHARP RETURNS TO HIS ROOTS IN SINGLE-SEATER CHALLENGE

One-litre Formula 3 battler restarts career on the circuits in a Chevron

Photos: Paul Lawrence

By Paul Lawrence

Forty years after he was an aspiring young racer in Formula Ford and Formula Ford 2000, Josh Sharp has gone full circle to race a one-litre Historic Formula 3 car this season.

Sharp made his debut in the ex-Jim Blockley Chevron B17 at Snetterton last month and loved the experience of driving the type of cars that he watched as a youngster at Oulton Park in the late 1960s.

"I started racing 40 years ago, and I've done karts, Formula Ford, Formula Ford 2000 and even some Sports 2000 and Thundersports in the 1980s," he said.

Then family and business commitments came along and Sharp didn't race for many years. He only started again two or three years ago, racing a 1937 Riley TT Sprite with the VSCC.

"I won my first-ever race at Cadwell Park last year and then sold the car," said Sharp. He started to look at other options for racing and went to the Oulton Park Gold Cup. He



Sharp has now got used to the winning feeling

knew Historic F3 racer Simon Haughton from his time in Formula Ford 2000.

"I took one look at the F3 cars and thought I had to have one of them," said Sharp. Over the

winter, he acquired the Chevron from Blockley, which was raced a couple of times last year by Benn Simms. The HF3 races at Snetterton were Sharp's first in the car.

"The car is being run by Andrew Tart and it handled beautifully. At 69 years old I'm getting a real thrill from my racing again," said the Cheshire-based driver.



Bentley-Jones is thrilled with Brabham swap for hillclimbing

Brabham BT35 returns to the tracks

The Brabham BT35 raced in 1971 British F3 in Diners Club colours is back in action on the hills with Welshman Chris Bentley-Jones.

Bentley-Jones has owned the car for four years and is now using it regularly after it spent 40 years largely unused in Tommy Reid's collection of cars in Ireland.

"In period it was raced by Chris O'Brien in F3. The chassis is immaculate and it

has the original gearbox," said Bentley-Jones of the relatively little-used car. Veteran racer Reid owned the car, one of as many as 40 single-seaters in his collection, but it was never used.

"I saw it advertised and I had a March 792, which I sold to buy the Brabham. It's so lovely to drive," Bentley-Jones said. The Brabham is now in Formula Atlantic specification with a 1600cc BRM engine. "I've done about eight events in it."

McDevitt's lucky colours for Belgium

Paul McDevitt is using a newly built historic-specification Ford Escort Mk2 to contest this year's Flanders International Rally Challenge in Belgium.

The London-based Irishman is a stalwart of the series and gave the car its championship debut with 11th overall on Rallye Salamandre. The Mk2 was built during Covid lockdown by Den Motorsport in Ireland and is wrapped in Belga colours, in honour of European champion Robert Droogmans.

"I love the colour scheme because it is so different" says McDevitt. "The Droogmans livery is distinctive and fits the Belgian rallying scene ideally."

McDevitt's next event is the second round of the FIRC championship, the ORC Canal Rally at the end of May.

Champ Edwards takes on the Fords on the Plains Rally

The third round of the British Historic Rally Championship, Saturday's Plains Rally, promises to be a battle of the Fiat 131s as title contenders Matt Edwards and Nick Elliott both runs cars from Rallysport Developments.

As the season reaches its midway point and heads for a summer break, Elliott leads with 53 points after finishing second on both events so far. Matthew Robinson (Ford Escort Mk2) and Edwards have both won once but didn't score on the

other. With the best five scores to count from six rounds, Robinson and Edwards can ill-afford another no score as around 50 BHRC contenders head to Bala in North Wales for 10 special stages in the Aberhirnant and Clocaenog complexes.



Elliott will take on fellow Fiat 131 runner Edwards on the Plains Rally BHRC round

IN BRIEF

Bryan Eccles

MN was sad to learn of the death of hillclimber Bryan Eccles, who was a great supporter of the Shelsley Walsh venue. In 1967, he set fastest time of the day at two consecutive meetings in his V8-engined Brabham BT18 and earned a place in hillclimbing history by taking the Shelsley record down to 30.83s. He held the record for two years before Martin Brain went a tenth quicker in the 7.2-litre Cooper T81B.

GT40 is go

Despite being forced to abandon the Amon Cup for Ford GT40s at the Donington Historic Festival due to lack of entries, Motor Racing Legends plans to push ahead with further races for the GT40s this season including one at Snetterton in July. "There's a lot of enthusiasm from the owners," said MRL boss Duncan Wiltshire. "But we lost cars for various reasons in the run-up to Donington."

Lotus bits go home

The comprehensive stock of parts for Lotuses, including competition models, previously held at Paul Matty Sportscars will soon be on the move to Norfolk. As Matty retires, the business has been sold to Classic Team Lotus to sit alongside the existing Lotus race car preparation and restoration business. It is a logical business development for the company headed by Clive Chapman.

Proffitt scratched

After a big effort to repair his Porsche 911 after it rolled out of the Rallynatts Stages, Rikki Proffitt was forced to withdraw from the Manx Rally last weekend when his co-driver Graham Wild was unable to compete. Wild was suffering with a trapped nerve in his back and could not cope with rallying on the island's bumpy lanes.

Hillclimb spill

Vintage Sports-Car Club competitor Terry Crabb was taken to hospital after an accident during the club's annual hillclimb at Wiscombe Park in Devon. Crabb crashed ERA R12C in practice and sustained a broken leg and the incident resulted in a long delay while the police investigated as the air ambulance was called. Crabb is reported as doing well and has thanked everyone for their support.

Buffey's Lotus

Hillclimber Clive Buffey has stepped up this year to run the ex-Mark Goodyear Lotus 59 in the Paul Matty Championship on the hills. Lotus fan Buffey previously competed in a Lotus 61 so, when he saw the Goodyear car for sale, he was keen to trade up. Former hillclimber Goodyear raced the Lotus in Historic F2 but has now moved up to a March 75B.

High HSCC interest

Enquiries from more than 40 competitors have been lodged for the Historic Sports Car Club's new Historic Modsports and Saloons series, which opens with a pilot race at Cadwell Park on June 4-5. Although only a modest number of cars will be ready for Cadwell, prime mover Steve Watton is encouraged by the level of interest and number of cars that are planning to join the series.

RALLY REPORTS

BORDER COUNTIES RALLY: BTRDA BY SIMON GRONOW

MAY 14

PAYNE PROFITS IN SCOTLAND FOR WIN

The Ford Fiesta Rally2 man holds his nerve as rival Tom Llewellyn slips on Border Counties clash

Photos: Chicane Media



Michael Binnie was the top Scottish regular runner



Elliot Payne built up his pace steadily

The trip to Scotland proved to be a fruitful one for Elliot Payne/Patrick Walsh, who won the Border Counties Rally in a Ford Fiesta Rally2.

While Tom Llewellyn/Ross Whittock took an early lead, Payne was content to take a steady approach. When his rival put his Fiesta into a ditch, Payne was able to take a comfortable win.

David Henderson exceeded his hopes of a top-four finish as he and Chris Lees had a good run to second spot in their Fiesta R5, with Stephen Petch/Michael Wilkinson putting in a late charge after early problems to finish third in their Fiesta WRC.

Returning to the Border Counties following a long absence, BTRDA crews outnumbered the Scottish crews on this occasion and, after two stages in Blackburn Rig and Lime Kiln Edge, it was Llewellyn who held the lead as he quickly adapted to the Fiesta R5 he was using for the first time.

Fastest on the first stage, he and Payne tied, just one second behind Henderson, on the second stage to hold a four-second lead. "It's a little bit different," Llewellyn said when comparing

the Fiesta to the Mitsubishi Mirage he normally drives. "We've had a good morning, not too wild, just bedding ourselves in."

Meanwhile, Payne was content with his steady start and was in second place ahead of Henderson, who was "cautious" in the first test, before having a bit of a push on the second to hold third place.

Also getting off to a good start were Perry Gardener/Jack Bowen who were second fastest on stage one before dropping to fourth after stage two. "It was pretty good on stage one, but a bit hit and miss on stage two," admitted Gardener. "I could do with an extra gear at times."

Leading Scottish crew Michael Binnie/Claire Mole said they were "getting on fine, but we can't keep up with the R5s". They held fifth in their Mitsubishi, with fellow Lancer crews Richard Hill/Pat Cooper and Russ Thompson/Stephen Link close behind.

Rallynuts winners Matthew Hirst and Declan Dear were in trouble already. Their Fiesta completed the first two tests in front-wheel drive, ending any chance of another win, while a tyre gamble didn't pay off for Petch/Wilkinson who were down in eighth position. John Wink/Neil Shanks lost time with

a stage-two puncture and Ian Joel/Graeme Wood retired their Ford Escort Cosworth with gearbox issues.

The following two tests in Cardrona and Craik proved to be popular with the crews and Llewellyn was fastest on the first, only to put the Fiesta in a ditch and out of the rally on the second.

Payne, who said he was "steady away, just driving it around to get points," now had a 12s lead over Henderson, with Gardener two seconds behind.

With his car now back in four-wheel drive, Hirst went quickest through Craik to start his climb up the leaderboard, while Petch moved up a couple of places despite intermittent paddleshift issues. In the battle of the Mitsubishis, Binnie held a three-second advantage over Thompson, who had been equal third fastest in Craik, overtaking Hill for sixth.

Hirst was fastest again on the return to Blackburn Rig, while second-fastest time was good enough to promote Gardener to second overall. Payne maintained his lead as Binnie moved up to third and Henderson dropped to fourth ahead of Petch.

The final stage through Riccarton was the longest of the day, and while Payne's win wasn't in doubt, it was all change behind. The main beneficiary

was Henderson who like Hirst, Petch and Payne beat the bogey, and was pleased to move up to second.

"We've kept out of trouble and concentrated on getting points today – dad's advice on tyres was very good," said Payne at the finish as he and Walsh took their first BTRDA win of the year.

Behind Henderson, Petch's afternoon was far better as he moved up to third, while a slightly deflated Gardener missed out on a podium position by just one second for the second time this year.

"I'm chuffed to bits with that, I couldn't have done anymore," said Binnie whose Lancer's tyres were worn after completing the final test as leading Scottish driver in fifth position, just three seconds ahead of Thompson who had another great time on the last stage to finish sixth ahead of Hill.

Hirst showed what he could have achieved without his early problems, as he pulled back to eighth, while Wink enjoyed his day as he finished ninth ahead of Eddie Lewis/Max Freeman, with event sponsor John McClory finishing 13th in his Mitsubishi.

Happiest man of the day was Payne who took a good win on an event that proved universally popular, with great stages, good weather and organisation to match.

Border Counties Rally			
POS	DRIVER/CO-DRIVER	CAR	TIME
1	Elliot Payne/Patrick Walsh	Ford Fiesta Rally2	37m22s
2	David Henderson/Chris Lees	Ford Fiesta R5	+14s
3	Stephen Petch/Michael Wilkinson	Ford Fiesta WRC	+17s
4	Perry Gardener/Jack Bowen	Ford Fiesta R5	+18s
5	Michael Binnie/Claire Mole	Mitsubishi Lancer E9	+21s
6	Russ Thompson/Stephen Link	Mitsubishi Lancer E9	+24s
7	Richard Hill/Pat Cooper	Mitsubishi Lancer E9	+42s
8	Matthew Hirst/Declan Dear	Ford Fiesta R5	+1m 10s
9	John Wink/Neil Shanks	Hyundai i20 R5	+1m14s
10	Eddie Lewis/Max Freeman	Ford Fiesta R5	+2m48s

Class winners: **RF 1.4** Lewis Hooper/Steven Brown (Nissan Micra); **1400S** Pete Gorst/Mark Twiname (Vauxhall Nova); **1400C** Alfie Hammond/Peter Williams (Nissan Micra); **R2** Tony Simpson/Ian Bevan (Ford Fiesta); **B10** Barry Lindsay/Caroline Lodge (Peugeot 206); **B11** Nick Dobson/Steve Pugh (Ford Escort Mk2); **B12** Rob Wright/Mark Fisher (Ford Escort Mk2); **B13** Binnie/Mole; **B14** Payne/Walsh; **H1/2** Steve Egglestone/Brian Hodgson (Ford Escort Mk 2); **H3** Steve Bannister/Callum Atkinson (Ford Escort Mk2)



Stephen Petch overcame early issues for the rostrum

CLASS ROUND-UP



Hooper and Brown dominated the RF1.4 division

Hooper and Brown maintain their RF1.4 win streak

Once again, Lewis Hooper/Steven Brown won the RF1.4 class in their Nissan Micra. Fellow Micra crew Alfie Hammond/Peter Williams took the 1400C win when day-long leaders Richard Garnett/Stefan Arndt dropped four minutes after sliding off on the last stage. It was an exhausted Pete Gorst/Mark Twiname who won

the 1400S class after pushing their Vauxhall Nova over the finish line following fuel pump failure, with Ash Slights/Emma Morrison finishing close behind in their Ford Escort. Some new tyres worked well for Tony Simpson/Ian Bevan who had a great run to win the R2 class in their Ford Fiesta, with new tyres also helping Jonathan

Jones/Jez Rogers overtake fellow Fiesta crew Yaniv Bar/Osian Owen after the latter crew suffered two spins on the final stage. Barry Lindsay/Caroline Lodge were comfortable Class B10 winners in their Peugeot 206, while Nick Dobson/Steve Pugh survived a couple of moments to win class B11 in their Ford

Escort, with Rob Wright/Mark Fisher finishing first Silver Star and B12 crew in their similar machine. In the Historic section, a great last stage enabled H3 winners Steve Bannister/Callum Atkinson (Ford Escort Mk2) to overtake H1/2 winners Steve Egglestone/Brian Hodgson in a Pinto-engined Escort.

COLUMNIST

ANDY HALLBERY



Our Stateside expert is ready for an absorbing Indy 500, featuring Jimmie Johnson

Photos: Motorsport Images



Johnson: Relearning motorsport all oval again...



Johnson has gelled with Chip Ganassi

There are many reasons to watch the Indianapolis 500. The spectacle, the speed, the history and the many storylines that the Month of May brings.

One of the more intriguing this year will be the Indy 500 debut of 46-year-old Jimmie Johnson. The Californian needs little introduction, but here's a quick refresher: a 20-year career in America's NASCAR series, where he won seven championships – a feat that matches stock car legends The King (Richard Petty) and The Intimidator (Dale Earnhardt). He scored a mammoth 83 wins, and 374 top-10 finishes in those 20 years.

In 2021, he wanted to scratch another itch. He wanted to race in the IndyCar Series. Not on the ovals where he'd made his name and career in NASCAR though ("too dangerous," he said) so shared a Chip Ganassi Racing car with Indy 500 winner and series champion, Tony Kanaan, TK doing the ovals, JJ doing the rest.

For Johnson, he had nothing to prove. A career as successful as his had already reaped its rewards. His limited running in open-wheel cars meant he was prepared to put his reputation on the line – when he really didn't have any reason to. But curiosity swept all that away.

He is the first to admit that the 2021 season was a massively steep learning curve, but he had good mentors in a multiple championship-winning team, that included another handful of multiple champions and

winners in Scott Dixon, Dario Franchitti and of course Kanaan.

After a year largely at the back, he ended the season with a best finish of 17th in the final two races. Then in December he announced he was willing to try an oval – which was where his career had mostly been. His first oval IndyCar race was at the fearsome 1.5-mile Texas Motor Speedway, scene of some of the closest wheel-to-wheel racing you will get to see in IndyCar.

Johnson qualified his Dallara-Honda 18th of 27 cars, and joked pre-race that a top-10 finish would be a dream. Well, but for a fuel sensor issue in the closing stages, he was running as high as fifth – even passing cars around the outside. One of those was teammate Dixon... "Yes! That was probably to his disappointment, compared to my excitement," Johnson said after the race. I had to look in my mirrors a couple of times to make sure it really was Scott!"

There are many who have raced in both IndyCar and NASCAR over the years, some successfully, others not so much. Very few, however have started in stock cars then gone to open-wheel. One that is most notable is one of Johnson's closest rivals in NASCAR, Kurt Busch.

Unlike Johnson, who has had a year learning the car, Busch's first IndyCar race was the Indy 500 in 2014. Driving for Andretti Autosport, the Las Vegas native was doing the double – the Indy 500 and NASCAR's Charlotte 600 – on the same day. Pre-race he said his goal was to finish on the lead lap in the 500. He certainly did that,

starting slowly, but improving throughout the 500 miles and finishing a very impressive sixth. Like Johnson has done, Busch despite all his experience approached his Indy 500 debut with the mind of a rookie, questioning his Andretti team-mates throughout the weeks of practice. After the race, before jetting off to do 600 more miles in his NASCAR at Charlotte, Busch said that he thought "the car was better than the driver", and could have had a top five. "It was an unbelievable experience," he added. "A dream come true."

Johnson admits that as a kid IndyCar was his dream goal, but his career took him on a different path to NASCAR, and he has no complaints at all about that.

Those who have done both NASCAR and IndyCar in recent years have very quickly expressed how much they had to unlearn in adapting from one to another, almost like starting again. Asked by the crew on SpeedFreaks radio after his Texas oval debut and sixth-place finish how much crossover there was between his NASCAR experience to driving an IndyCar, Johnson replied: "Not so much. Maybe 10%? It's more the familiarity with the course, and experience of the bumps, things like that, than the car."

On the streets of Long Beach last month, Johnson fractured his hand and has had a plate and screws inserted. That, he says, will not dull his Indy ambitions, nor slow him down. After all, four of his NASCAR wins have been at the Brickyard 400 at the 2.5-mile Indianapolis spanning 2006-2012. He's not short of track experience, just short of it at the speed he will be tackling it this month.

As Johnson crossed the line to get his sixth place in Texas, his Ganassi engineer Eric Cowdin came over the radio. "Now let's go win the Indy 500..."

"Why not?", says Johnson. "Let's dream big."

This week the marathon of daily practice and qualifying started on Tuesday, with the 500 itself on Sunday May 29 on Sky Sports F1 following the Monaco GP. Johnson will no doubt be a big focus throughout the Blue Riband event.



The legend cemented his reputation in NASCAR



Johnson's first oval experience was in Texas

"There is much to learn adapting from one discipline to another"

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FEATURE

WHY WORLD TOURING CAR RACING IS READY TO WEATHER ITS LATEST STORM

Graham Lister looks at the increasing need for an impetus behind the global tin-top scene

Photos: WTCR

When the World Touring Car Championship stopped off at the Nurburgring Nordschleife in May 2017, drivers from the European equivalent, the ETCC, were needed to bulk up the grid, such as the waning of interest in the category.

When World Touring Car racing returned 12 months later, the WTCC was no more. Instead, the cheaper TCR regulations had been adopted by promoter Eurosport Events (now Discovery Sports Events, DSE) in place of the costly TC1 rules. WTCR had arrived.

Triple DTM champion Rene Rast was part of the Nurburgring's 27-car 2018 entry that included Fabrizio Giovanardi, Yvan Muller, Gordon Shedden, James Thompson and Gabriele Tarquini too.

The Nurburgring line-up in 2019 was similarly strong, if not stronger, with the likes of Augusto Farfus, Johan Kristoffersson and Andy Priaulx further upping the driving quality on show.

Covid and Andrea Adamo's decision to pull the four factory-supported Hyundais from the line-up because of his spat with those in charge of all things technical meant there were only 16 runners in 2020, not that his actions did anything to detract from the excellent racing.

There were 22 starters when the Nurburgring opened the Covid-delayed 2021 season last June, but there will be five cars fewer on track next week for the second event of a year when the all-electric ETCCR, another offering from DSE, begins.

At the Pau season-opener earlier this month, Francois Ribeiro, who heads up Paris-based DSE, spoke of a "shit" situation, while quickly making clear his company's significant investment in the WTCR will remain.

That commitment has been tested in the extreme in recent seasons, however. What ended up being a six-event fixture list during a Covid-blighted 2020 was played out behind closed doors due to various national restrictions.

With no paying punters, it was left to Ribeiro and his colleagues to find the funding to keep the show on the road, something he did while also honouring a pledge to donate €100,000 (about £85,000) to help hospitals close to WTCR venues dealing with the impact of the pandemic.

The 2021 season totalled eight events but didn't start until June. DSE had to pay for Estoril to host the Portuguese weekend after the hoped-for Vila Real street race was called off. The Asia leg was axed and replaced by unfancied venues Most, Pau-Arnos and Adria.

Sochi was also added but proved popular



Fans flocked to the 2022 WTCR opener at Pau



Fluid calendar is beginning to firm up and offer confidence to racers

with the promise of generous long-term event funding and suggestions of a factory effort from Lada with Vitaly Petrov one of the Russian make's drivers.

After visiting Sochi for the first time last November, the WTCR was meant to return in August ahead of the series migrating east to Asia for the traditional season climax.

The Russian invasion of Ukraine meant no Sochi while a state of emergency in Czech Republic, in response to conflict's refugee crisis, led to Most's opening event being cancelled.

Valllunga in Italy and the little-known Anneau du Rhin in the Alsace have been added to the calendar instead.

Ribeiro wasn't directing his "shit" comment at the calendar, but the instability caused by the atrocities in Ukraine and the fact that Covid's continued menace means there's little calendar clarity beyond the European races.

Although it doesn't carry the touring car kudos an Imola or Monza would, Valllunga is a decent venue. Anneau du Rhin, however, has led to a mixed reaction from the paddock.

With the chances of China and Macau following South Korea in the balance due to travel restrictions there is some unease.

To be fair to DSE, it has kept the series going since the pandemic began having propped up the WTCC in its latter years before stepping up to oversee the hugely successful start of the WTCR era. Like the teams, DSE needs revenue and if Anneau du Rhin was willing and able to fund a race, DSE had to listen to offers.

While the calendar doesn't quite have TCR-friendly circuits like Barcelona or Spa on its books, 100,000 fans were in Pau earlier this month while double that number will be at Nurburgring. Hungaroring and Vila Real are big draws and if Macau survives the Covid axe there are few venues more suitable for a season finale.

But even if grid numbers aren't what they used to be and the choice of some venues not entirely popular, WTCR has plenty going for it with Chinese squad Teamwork Motorsport the latest outfit to reveal plans for an eventual entry.

The electrification issue remains a threat, nevertheless, although a mild hybrid kit is under development by WSC, the company behind WTCR's TCR technical regulations, with a 2023 introduction planned.

"With 16 full-season drivers having won one WTCR race or more, 2022 is very wide-open and at a very high level," says DSE's WTCR head Jean-Baptiste Ley. "We have a strong future." ■



British touring car title winner Yvan Muller is still a big draw

NO BRITISH RACE BUT PLENTY OF BRITS IN THE PADDOCK

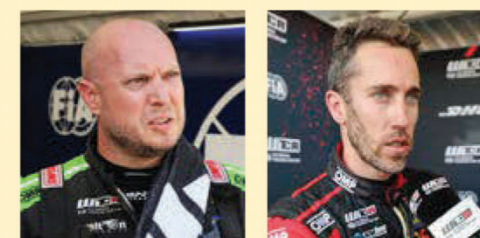
There might not be a home round of the WTCR – and no plans to change that fact any time soon – but there is a strong British connection.

Yvan Muller, BTCC champion in 2003, is still going strong aged 52. His 25-year-old nephew, Yann Ehrlacher – his sister Cathy Muller's son – claimed the WTCR title for a second season running in 2021 with Brit Kevin Berry his race engineer for the third year in a row.

Esteban Guerrieri, a former British F3 ace who's called Northampton and Sheffield his home in the past, has won more WTCR races than his rivals with 10 victories to his name. The Argentinian has been a title contender in each of the last four seasons, while his engineer, Dave Scott, is a Brit.

Then there's Cambridgeshire's Rob Huff, who tops the WTCR Trophy standings for independent racers after the Pau weekend. The 2012 WTCC champion, 42, is in his second season driving for the Hungarian Zengo Motorsport team after skipping the 2020 season to race touring cars in Sweden.

Although funds are on the scarce side, the Budapest squad took a win



Briton Huff (l) and Guerrieri

double at the 2021 finale in Sochi and team owner Zoltan Zengo has a habit of finding budget at the 11th hour.

Indeed, Huff didn't have a race engine for Pau until calls were made and a new unit was despatched from Cupra's Barcelona HQ the day before qualifying got underway.

There's also a British flavour when it comes to the management side. The FIA's main man, working under FIA Touring Car Commission president Alan Gow, is Stuart Murray from Northern Ireland. The deputy race director, Stuart Latham, is a Brummie, while the co-ordinator, Fiona Rees, is from Wales and daughter of former National championship-winning co-driver Ken Rees, once Subaru's WRC team manager.

"The WTCR is wide open and at a high level"

Jean-Baptiste Ley

BTCC REPORT: BRANDS HATCH

IN BRIEF

BMW goes top

Colin Turkington and Jake Hill are now tied at the head of the Goodyear Wingfoot award, which is a championship based on qualifying positions. After Hill took his WSR BMW to pole in the opening meeting at Donington in April, Turkington locked out top spot at Brands Hatch in his 330e M Sport. The Northern Irishman's lap time of 47.539s eclipsed Tom Ingram's previous qualifying lap record of 47.990s, set back in 2016.

Special visitors

US Open tennis champion Emma Raducanu was a visitor to the British Touring Car Championship paddock at Brands Hatch last weekend. McLaren's chief Zak Brown was also in attendance to oversee the progress of his team's protege Ugo Ugochukwu in the British Formula 4 rounds. Brown, who was a team boss in the BTCC with his United Autosports operation, was pressed in to service to perform the reversed-grid draw ahead of the weekend's finale.

Tight at the top

The Motorbase Performance Ford team and the Excelr8 Hyundai squad are joint level on points in the chase for the BTCC's Manufacturer-Constructors' cup. They both have 151 points, which is only one mark ahead of the WSR-operated BMW squad.

Cook is Indy king

Two wins in the opening two races pushed Josh Cook the top of the Independents' Trophy standings after the three races at Brands Hatch. The BTC Racing Honda driver, the only driver to have won more than one round in the division this term, sits 15 points clear of Ciceley Motorsport's George Gamble.

JST closes up

A rostrum finish in the third race of the weekend helped Bobby Thompson to zero in on the lead of the Jack Sears Trophy – held for racers who had yet to score a podium at the beginning of the season – following the three races in Kent last weekend. The Team Hard Cupra driver finished in the top three in class on each occasion and has cut the gap to Donington Park ace George Gamble (Ciceley Motorsport BMW 330e M Sport). “To finish as the top independent runner in race three and as the top front-wheel-drive car really made it extra special,” said Thompson. BTC Racing Honda Civic Type R driver Jade Edwards is third in the table after two top-three finishes in the division from the three races, despite the fact she had no previous experience of driving a British Touring Car Championship machine on a wet circuit before race one at Brands Hatch.



Edwards loved wet running



Cook was the form man



Turkington took a 61st career BTCC triumph

COOK TURNS UP THE HEAT IN BTCC BATTLE

The Honda man was the big winner from the trio of Brands events. By **Matt James**

The BMW was arguably the fastest thing to have around Brands Hatch in the British Touring Car Championship last weekend. But, at the end of a day disrupted by showers, the BMW 330e M Sport only claimed one victory in the hands of serial winner Colin Turkington for WSR.

Instead the big plaudits belong to BTC Racing and its driver Josh Cook. He drove mightily in the opening event to overhaul the rear-wheel-drive roadblocks ahead and then withstood huge pressure in race two to back it up.

Collecting a healthy haul of points has put him up to second in the standings behind table topper Tom Ingram (Excelr8 Hyundai i30N).

Race one

After rear-wheel-drive BMWs locked out the front two rows of the grid, a victory for the German marque seemed nailed on as the cars took to the grid for the opener in Kent. However, concerned faces were looking at the clouds as a sprinkling of rain created a real headache.

All of the frontrunners, including pole position man Turkington and fellow front-row starter Jake Hill in the sister MB Motorsport-branded machine, opted to bolt on the wet-weather Goodyears. The only driver in the top 10 to take a gamble was ninth-placed Rory Butcher (Speedworks Motorsport Toyota Corolla).

Over the opening period of the race, when the track was at its greasiest, Turkington and Hill fought a tense duel over first place. Turkington was just about able to keep Hill at arm's length, but there were fractions of a second in it.

The rear-wheel-drive cars are never the most comfortable in the slippery conditions, and inexorably they were reeled in by Cook. The Bath racer had leapt up to third place by Druids on the opening lap, but threw away his gains with an off-track moment at Surtees before the first tour was over.

It took Cook six laps to reassert himself

over Stephen Jelley (WSR BMW 330e M Sport) but, once he was free of the impediment, he set off after the leading train.

Six laps later Cook used superior traction out of Clearways to make a lunge on Hill at Paddock for second place. He was more than 1.8s behind Turkington at that point, but the front-wheel-drive hatchback was coping admirably with the drying Tarmac. On lap 17, Cook performed the same move that he had on Hill to the Northern Irishman in the lead and sealed the win.

“It wasn't easy at all,” said Cook. “After my rookie error on lap one, when I went across the grass, the temperatures were rocketing in the car. I was having to keep my eye on the gauges and they stayed just below ‘switch off’ point, although there was a real fear that I would have to go into the pits. It was a bit tense inside there...”

Turkington was struggling for grip as his wets wore out and he slipped behind Hill, who would later go on to have an excursion of his own at Paddock Hill Bend to firmly put the nail in BMW's hopes of silverware.

Ingram had started sixth but was able to pick his way through the ailing WSR machines to an eventual second place, which was enough to cement his advantage at the top of the points. Another to profit was Dan Cammish (Motorbase Performance Ford Focus), who was revelling in the difficult conditions to put the handling woes of the Blue Oval machine that he had experienced in qualifying behind him. A last-lap pass on Hill gave him a path to the rostrum.

Hill and Turkington took fourth and fifth, ahead of the Ciceley Motorsport BMW 330e M Sport of Adam Morgan.

The gambler Butcher looked like his tyre switch had been folly as it took him 15 of the 24 laps to break into the top 20. But, once the conditions worked in his favour, he flew up the mid-pack to zero in on the WSR BMWs over the final laps. He looked highly likely to be able to snatch fourth place on the last tour before a sideways moment at Clearways sapped his momentum

and he crossed the line in seventh spot.

Race two

The rain threatened to return at the start of race two, and the drops as the cars formed up on the grid caused further headaches for all and there were some last-minute set-up changes to soften the cars off for the still slippery Tarmac. The majority opted for the wet-weather tyres.

From pole position, Cook knew he had to nail the start to fend off Ingram. And he performed the job perfectly to head to the summit of Paddock Hill Bend in front. It wasn't Ingram that was the Honda driver's main cause for concern though.

Hill, who had started on row two, used the rear-wheel-drive prowess of the BMW to zoom around the outside of those ahead and go toe-to-toe with Cook, although he was unable to make the move stick.

After a particularly aggressive opening lap, Butcher muscled his way up ahead of Ingram at Druids on lap three.

Cook could not relax throughout the 24 laps, as Hill used his hybrid system to stay in the saloon machine's slipstream. He was barely more than a few tenths adrift and mounted a couple of serious assaults.

“I could see Jake in my mirrors and the way he was power-sliding into Druids was really entertaining to watch,” said Cook.

That press-on style from the 28-year-old ultimately led to no reward. The battling between the top two had dropped them back into the clutches of Cammish, who had profited when Butcher slid wide at Graham Hill Bend on lap 12 to finally resolve the battle between the two.

As Cammish zeroed in on the leaders, Hill spun going into Druids on lap 23 and dropped down to sixth spot, which would become seventh at the flag when Gordon Shedden (Team Dynamics Honda Civic Type R) leapfrogged him too. “I am annoyed with myself,” said Hill. “I locked the rear axle solid.”

Cook reckoned he had it covered despite Cammish closing him down, even though the Ford tried to beat the Honda to the line in a final-lap drag race out of Clearways.

“I had saved up some of my hybrid power for the end of the race, just in case I came under threat,” explained

Cook. “Dan tried, but it wasn't enough.”

Cammish was pleased with his second podium of the weekend and knew that the race was a waiting game for him. “It was just so slippery off the racing line, so it was hard work to start with. But once I had finally got ahead of Rory, my car totally switched on. It was like driving on a totally dry line. If there had been another lap, I think I could well have won that.”

Butcher's third place was deserved for his opening lap alone, and he was thanking his lucky stars after having been dead last at the end of the first lap in the initial encounter.

After a lacklustre ninth place in the opening race, champion Ash Sutton was another to find his Motorbase Performance Focus to switch on in the latter part of the 24-lapper, as evidenced by his fastest lap on the very final tour of the day. It was enough to help him to secure fourth place, which he nicked from Ingram with two-and-a-half laps remaining. Ingram was having his own concerns as grass in the radiator from a lap-one skirmish sent the engine temperatures rocketing.

Behind Ingram, Shedden and Hill, Dan Lloyd brought his Excelr8 Hyundai home in eighth spot ahead of George Gamble (Ciceley Motorsport BMW) with Turkington rounding out the top 10 in a car that he was again struggling to find a decent balance with.

Race three

The reversed-grid draw was just about as bad as it could be for Cook, with the full gamut of the top 12 switched around. He would start on row six and that put Tom Chilton (Excelr8 Hyundai) on the front row alongside Bobby Thompson (Team Hard Cupra R).

While that would make life tough for the winner of the opening brace, the rain that fell harder just before the start of the green flag lap was a bonus for Turkington.

After chasing the balance with a car that is notoriously tricky in drying conditions, he bit the bullet and went for a more definitive wet set-up ahead of the finale. The four-time title winner leapt from third on the grid to second by Paddock Hill

Photos: Jakob Ebrey, Mike Hills, Steve Hindle



Dan Cammish battled back up the table with two podium finishes



Hill's slip in the opening race dropped him out of podium positions



Team Hard's Bobby Thompson was the star of race three as he clung on gamely to third position

Bend and then stalked Chilton. Once an early safety car (to collect the BTC Racing Honda of Jason Plato, which he had deposited in the Druids gravel) had been cleared, it took Turkington only two green flag laps to position his BMW alongside the Hyundai and into the lead at the top of Paddock Hill Bend. Chilton would become a bottleneck behind as he was suffering from a deflating tyre, and Turkington was nearly seven seconds ahead when the safety car was called for again – ironically to collect Chilton, who had pitted for new rubber and then went off at Clearways. Turkington had to reset his mind, and he was being shadowed by team-mate Hill for the latter stages. In the end, the BMWs crossed the line one second apart. “That safety car was the stuff of nightmares,” joked the winner. “It is the sort of thing that wakes you up with worry in the middle of the night. But I knew my car was good. We had pace in the dry with pole, so we knew there should be no reason it wouldn’t be fast when it was on a full wet set-up, and so it proved.”

One of the drives of the race came from Thompson, who took a career-best third place. Far from being inherited, the VW Racing Cup title winner worked hard to repel Hill early on, and then clung on gamely to the two WSR cars ahead to land his first Independents Trophy win. “What a race that was,” said Thompson. “I had everything thrown at me there and this was a genuine result. I am over the moon.” With the luckless Chilton tumbling down the pack, Ingram was able to bank a solid fourth place. He was under no real pressure as he headed the squabbling Butcher and Sutton, and the result was enough for him to eke out just a small buffer of eight points at the head of the table to the chasing Cook. The BTC Honda man crossed the line in eighth spot, behind Gamble’s BMW. Given how far back he had started on the grid, he was pleased. “This year is about the bigger picture for is. It is nice to have wins but it is about smoothing out the lowest elements,” he said. Cook is renowned as a Thruxton specialist and will be going to the next round in Hampshire full of optimism.

SUPPORT RACES

Just as at Donington Park, it was Ginetta Junior that provided the pick of the British Touring Car support action at Brands Hatch with three thrilling contests. Winter Series champion Josh Rowledge looked like he had done enough to win the hard-fought opener but was penalised for clashing with Joe Warhurst up Hailwoods Hill and into Druids. That meant Kanato Le inherited his maiden series victory after Rowledge’s R Racing team-mates Luke Watts and Sonny Smith needlessly collided at Druids. Will Macintyre was another first-time winner in race two after legally passing Warhurst, this time at Graham Hill Bend and then resisting Rowledge and points leader Harri Reynolds. It was Assetto driver Reynolds who triumphed in the wet finale, just keeping the squabbling pack at bay. Will Martin and Kiern Jewiss made it four different winners from the opening four Porsche Carrera Cup GB contests as wet weather created plenty of excitement. Martin controlled the opener until rain arrived and cars began spinning everywhere – including Adam Smalley from third. The race was red-flagged to allow

drivers to change to wet-weather rubber but this did not faze Martin as he defied a charging Jewiss, who could only qualify eighth. Jewiss then rocketed off the line in race two from fifth on the partially reversed-grid to move into second and grabbed the lead when Theo Edgerton skated straight on at Surtees. Behind, Smalley was determined to make up for his race-one disappointment and rose to second before running wide at Paddock Hill Bend and letting Martin through. In contrast, there was no disputing who was the star of the Ginetta GT4 Supercup as the new G56 era began. James Kellett took a hat-trick, two dominant pole-to-flag wins followed by a storming drive in the finale – during which he had a near-miss after officials blundered over a safety-car restart. Jack Mitchell also had a strong weekend in the Mini Challenge taking two wins, while Max Coates won a disrupted finale. Elsewhere, in-form Alex Dunne claimed the British Formula 4 opener before hitting strife, with Michael Shin and Ugo Ugochukwu picking up the other spoils.

Stephen Lickorish

RACE WINNERS

- **Ginetta Junior**
Race 1: Kanato Le (Elite Motorsport); **Race 2:** Will Macintyre (Elite Motorsport); **Race 3:** Harri Reynolds (Assetto Motorsport)

■ **Porsche Carrera Cup GB**
Race 1: Will Martin (Richardson Racing); **Race 2:** Kiern Jewiss (Team Parker Racing)

■ **Ginetta GT4 Supercup**
Races 1, 2 & 3: James Kellett (Century Motorsport)

■ **Mini Challenge**
Races 1 & 2: Jack Mitchell (JW Bird Motorsport); **Race 3:** Max Coates (Graves Motorsport)

■ **British Formula 4**
Race 1: Alex Dunne (Hitech GP); **Race 2:** Michael Shin (Virtuosi); **Race 3:** Ugo Ugochukwu (Carlin)



Harri Reynolds kept just out of reach in the Gineta Junior finale

RESULTS

BTC
Round 4
Laps: 24 Track: wet but drying

	DRIVER	TEAM/CAR	TIME
1	Josh Cook (4*)	BTC Racing Honda Civic Type R	21m44.124s
2	Tom Ingram (1)	Excel8 Motorsport Hyundai i30 N	+0.802s
3	Dan Cammish	Motorbase Performance Ford Focus ST	+4.209s
4	Jake Hill (6)	MB Motorsport BMW 330e M Sport	+5.037s
5	Colin Turkington (7)	WSR BMW 330e M Sport	+7.691s
6	Adam Morgan (4*)	Ciceley Motorsport BMW 330e M Sport	+10.120s
7	Rory Butcher	Speedworks Motorsport Toyota Corolla	+10.848s
8	Gordon Shedden (2)	Team Dynamics Honda Civic Type R	+11.670s
9	Ash Sutton (3)	Motorbase Performance Ford Focus ST	+12.509s
10	Daniel Rowbottom	Team Dynamics Honda Civic Type R	+14.385s

11 Ash Hand (Power Maxed Racing Vauxhall Astra) +15.034s; 12 Michael Crees (Power Maxed Racing Vauxhall Astra) +15.344s; 13 Tom Chilton (Excel8 Motorsport Hyundai i30 N) +15.459s; 14 George Gamble (9) (Ciceley Motorsport BMW 330e M Sport) +16.222s; 15 Dan Lloyd (8) (Excel8 Motorsport Hyundai i30 N) +17.661s; 16 Bobby Thompson (10) (Team Hard Cupra R) +19.664s; 17 Jason Plato (BTC Racing Honda Civic Type R) +20.553s; 18 Jade Edwards (BTC Racing Honda Civic Type R) +28.181s; 19 Jack Butel (Excel8 Motorsport Hyundai i30 N) +28.894s; 20 Stephen Jelley (WSR BMW 330e M Sport) +29.631s; 21 Aron Taylor-Smith (Team Hard Cupra R) +34.740s; 22 Aiden Moffat (Laser Tools Racing Infiniti Q50) +35.759s; 23 Ollie Jackson (Motorbase Performance Ford Focus ST) +35.985s; 24 Sam Osborne (Motorbase Performance Ford Focus ST) +36.219s; 25 Dexter Patterson (Laser Tools Racing Infiniti Q50) +36.748s; 26 Ricky Collard (Speedworks Motorsport Toyota Corolla) +40.999s; 27 Nic Hamilton (Team Hard Cupra R) +47.763s; 28 Rick Parfitt (Team Hard Infiniti Q50) +48.505s; 29 Will Powell (Team Hard Cupra R) -1 lap. **Pole position:** Turkington 47.539s (91.47mph). **Winner's average speed:** 80.02mph. **Fastest lap:** Butcher 49.515s (87.82mph). **Lap leaders:** Turkington 1-16; Cook 17-24.

Round 5: 24 laps Track: damp

	DRIVER	TIME
1	Cook (1)	21m48.632s
2	Cammish (3)	+0.253s
3	Butcher (7)	+0.932s
4	Sutton (9)	+4.831s
5	Ingram (2)	+7.185s
6	Shedden (8)	+10.086s
7	Hill (4)	+10.384s
8	Lloyd	+10.889s
9	Gamble	+11.965s
10	Turkington (5)	+12.666s

11 Shedden (6) +11.783s; 12 Chilton +13.558s; 13 Plato +17.570s; 14 Jackson +18.143s; 15 Edwards +18.316s; 16 Taylor-Smith +22.026s; 17 Collard +23.999s; 18 Jelley +24.900s; 19 Butel +25.117s; 20 Osborne +31.305s; 21 Hamilton +38.800s; 22 Parfitt +39.506s; 23 Powell -1 lap; 24 Moffat -3 laps; R Crees 7 lap/damage; R Rowbottom (10) 1 lap/damage; R Hand 1 lap/damage; R Patterson 1 lap/damage; NS Morgan (6) suspected gearbox issue. **Winner's average speed:** 79.75mph. **Fastest lap:** Sutton 52.657s (82.58mph). **Lap leaders:** Cook 1-24.

Laps without hybrid: (1) = 15; (2) = 13; 3 = (11); (4*) = 9; (4) = 9; (5) = 7; (6) = 5; (7) = 4; (8) = 3; (9) = 2; (10) = 1. All others have full usage.

Drivers standings

POS	DRIVER	POINTS
1	Tom Ingram	92
2	Josh Cook	84
3	Ash Sutton	71
4	Jake Hill	69
5	Colin Turkington	69
6	Gordon Shedden	67
7	Rory Butcher	51
8	Adam Morgan	46
9	George Gamble	43
10	Dan Lloyd	42

11 Dan Cammish 41; 12 Bobby Thompson 29; 13 Dan Rowbottom 17; 14 Stephen Jelley 14; 15 Tom Chilton 14; 16 Aron Taylor-Smith 13; 17 Jason Plato 10; 18 Michael Crees 7; 19 Ollie Jackson 6; 20 Ash Hand 5; 21 Aiden Moffat 2; 22 Ricky Collard 1; 22 Jade Edwards 1.

Round 6: 27 laps Track: damp

	DRIVER	TIME
1	Turkington (10)	26m45.566s
2	Hill (7)	+1.181s
3	Thompson	+5.198s
4	Ingram (5)	+5.808s
5	Butcher (3)	+6.186s
6	Sutton (4)	+6.488s
7	Gamble (9)	+7.031s
8	Cook (1)	+8.256s
9	Lloyd (8)	+9.062s
10	Cammish (2)	+9.543s

11 Shedden (6) +11.783s; 12 Jackson +12.012s; 13 Jelley +12.276s; 14 Morgan +12.336s; 15 Moffat +14.014s; 16 Taylor-Smith +14.777s; 17 Edwards +15.000s; 18 Osborne +15.927s; 19 Butel +16.152s; 20 Collard +17.075s; 21 Hand +17.940s; 22 Rowbottom +18.645s; 23 Patterson +21.977s; 24 Hamilton +25.229s; 25 Powell -1 lap; R Chilton 15 laps/spin; R Parfitt 13 laps/damage; R Plato 0 laps/accident; NS Crees damaged rollcage. **Winner's average speed:** 73.12mph. **Fastest lap:** Chilton 54.279s (80.11mph). **Lap leaders:** Chilton 1-6; Turkington 7-27.

Independents Trophy

POS	DRIVER	POINTS
1	Josh Cook	105
2	George Gamble	90
3	Bobby Thompson	86
4	Adam Morgan	84
5	Aron Taylor-Smith	62
6	Jason Plato	48
7	Ash Hand	43
8	Jade Edwards	43
9	Aiden Moffat	43
10	Michael Crees	42

11 Dexter Patterson 35; 12 Nicolas Hamilton 34; 13 Rick Parfitt 19; 14 Will Powell 14.

FEATURE

ADAM CARROLL:

I'M INCREDIBLY FORTUNATE TO HAVE DONE WHAT I'VE DONE

F1 and IndyCar opportunities were just kept out of his grasp, but the gritty racer is much more than a nearly man as **Graham Keilloh** discovers



Carroll is reigning World Cup winner

Life isn't fair, and top-level motorsport especially isn't. On the latter point, we love to debate which drivers deserved a shot in Formula 1 among those who, for various reasons that are often familiar, didn't get their chance.

Adam Carroll is quintessential among them, and beat, on track, several now-big names who got the opportunities that circumstances just kept from the Northern Irishman.

But there's a lot more to the engaging, gritty and rapid Carroll than the reductive tag of 'a guy who deserved an F1 chance'. Plus in answering Motorsport News readers' questions we discover a man who could not be further from feeling sorry for himself.

We hear that F1 race seats were indeed tantalising close, and that in winning multiple races in F1's direct feeder GP2 championship he turned perhaps the most prestigious head of them all. He took Ireland to motorsport's World Cup as well as sampled Formula E and IndyCar, with a prized seat in the latter also dangled agonisingly close.

He's also far from finished behind the wheel. These days he's a GT racer of renown, and can be seen at UK circuits running at the front in British GT in a Balfe Motorsport GT3 Audi.

We discover too that there's very little ordinary about Carroll or his motorsport journey. And that was the case right from the beginning...

MN sets the scene: Tim Mullen is Carroll's cousin and is six years older than Carroll. Mullen's racing driver honours include winning 2006's British GT championship—having finished runner up the year before—as well as taking 1996's British Vauxhall Junior championship and 1995's Irish Formula Ford crown. He also finished third in the GT2 class at Le Mans in 2006 and was a McLaren Autosport BRDC Young Driver of the Year finalist.

Question: Is it true Tim Mullen taught you how to drive?

Iain Campbell
Via Twitter

Adam Carroll: "[Laughs] No that is actually not true, believe it or not I was racing before Tim actually started racing. So my sister Nikki taught me to drive. I've ridden a motorbike from when I was three and a half and pretty much anything that moves I was on it. But actually my first time I ever drove a road car would have been my mum's 740 Volvo, and my sister who was 12 years old taught me and I was eight. So I already knew how to do the gears and everything but I'd never driven it on my own so she thought it was a good idea and that I was ready for

Photos: Motorsport Images, Jakob Ebrey, GTWorld Challenge



Carroll got several GP2 race victories

it, and we put a few cushions behind me and basically off we went.

“We’ve got a lane behind the house which is my uncle’s lane and it’s half a mile long down through his fields so I was able to just go down there. It didn’t take long before the Volvo was pretty much sideways and absolutely flat out and the tyres were burnt off it and my dad couldn’t figure out why [laughs]. So I think I drove for a year before my dad knew I could drive the road car [laughs].

“But yes Tim would have been quads and anything like that we were always being absolutely flat out and Tim started in autotesting so Tim has amazing car control. So [you] used to [always] find us driving something together.”

MN: You mentioned your sister got you involved in driving, so why was that, did she recognise you had an interest in it or was it something from her side?

AC: “No fortunately enough we live in the country; all of our family we are all I would say quite talented at driving stuff. Between Tim and my cousins Peter and

Michael Duke were very good back in the day, and my sisters, they’re all just very good on a quad or driving or anything that moves, horses, things like that. They’ve all just got a bit of something in the bloodline, and my dad as well there’s just something there that seems to be pretty good coordination on things with engines in them.

“So, like I said, we already had a quad and a little motorbike which I was already just absolutely flat out on everywhere so the natural progression was just to drive a car. I started racing go-karts when I was nine so I was driving a road car a year before I started racing go-karts actually.

“Nuts like, absolutely, my mum’s, they’re definitely nuts to let us just go off and all go off down the fields and down the lane [laughs]. It’s a good thing we could drive or we would have been over the hedge [laughs].”

MN: I take it fairly quickly you showed aptitude in it to move up into karting and then cars?

AC: “Yes if you could have, because it would have been 1993 or something, so you just didn’t have cameras and phones and stuff then, but Tim and I one time it snowed here and we used to have a Mitsubishi Shogun, and Tim and I were doing donuts in the driveway. I’m nine years old in primary school, and he’s six years older than me, and we were coming down from uncle’s house completely sideways through the gates and into our driveway which I’m standing looking at now and it’s only about eight metres by about 10 metres, and we were doing donuts in a Shogun in the snow [laughs].

“So I think if someone was able to video this and put it online they would have been blown away that there was a nine

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Carroll has just taken a thrilling British GT victory at Oulton Park in a Balfe Motorsport Audi R8 GT3

“You’ll be called tomorrow to confirm your F1 race seat...”

Adam Carroll

FEATURE

year old and a 15 year old or whatever, it was just mental, I would have a heart attack if I saw my kids doing that [laughs].

“You can always tell whenever you see a kid or someone karting, whenever you see them drive at an early stage you can tell pretty much tell straight away whether they have that sort of speed. It’s they’ve just got a bit of a switch, they’re either on or they’re not, they’ve either got that fearless go in them, or they’re a bit steady [laughs].”

Question: Is it true that Bernie Ecclestone said you were the most exciting driving he’d seen in 10 years?
Lee Butler

Via email
AC: “Yes, because GP2 in the first year in ’05 we managed to win three races and other than a lot of mechanical failures should have been third in the championship but there we go. But in among all that we had a few very exciting races and coming from the back, so I think I’ve done 22nd to second twice in GP2, and big overtakes for the win and things like that. So it was quite exciting to watch really and because GP2 [for] Bernie it was one of his babies, he was interested in it.

“And pretty much everybody watched it then, you would have been quite surprised at just how many people in the paddock were sitting in their debrief meant to be concentrating on the Formula 1 race coming up but all had GP2 on [laughs], because the racing was pretty wild.

“Bernie would have stopped and actually said hello to you and how’s it going and things like that, and he said to me that he had more joy watching me race than he’s had probably the last 10 years, with the amount of overtakes and what we were doing. So yeah it’s quite a decent compliment I think coming from Bernie [laughs].”

MN: Did anything come of it with Bernie, did he help you out subsequently or anything like that?

AC: “No, no, not at all. To get help from someone like Bernie he needs something very very big. So like with Fernando Alonso he needed a Spanish driver because they didn’t have any TV, the ratings were really really low in Spain, so he needed a super-quick Spanish driver and he phoned Adrian Campos and asked him did he have any and he said yes I’m actually looking after a young kid at the minute who’s unbelievable, his name’s Fernando Alonso. And then Bernie made that happen, ‘right we’ll put him in a Minardi’ and apparently he got Renault to pay Alonso’s bill and that’s how that happened.

“So yeah [laughs], he can make things happen but you needed to have something that he needed a lot more than just enjoying watching you drive, and that’s just the reality of our sport.”

Question: How difficult was it to see drivers he has beaten make it to F1?
Paul Lawrence

Via email
AC: “I don’t find it difficult. I always good or bad try to understand the



Carroll (top left) has taken on many big names

situation because obviously like most things there’s two sides to every story and some people can see something completely different to how you see it.

“Along the way you’re always learning and also if you don’t have the right people around you, not got really experienced people, people who actually understand the game and know how it works, it’s like everything it just takes you a bit longer to figure it out but in among all that sometimes the opportunity or if there ever was could be gone and passed.

“So my situation coming through the junior formulas was always one of just us against the big boys and I had a backer, he was my manager and he also funded me because as you know it’s incredibly expensive. And just being rich or wealthy isn’t enough, you have to be really really wealthy, like you’re talking in my day from Formula Ford to GP2 you needed £10million just to go to the best teams and get the best seats. Now it’s probably double, it’s crazy what it is now, an F2 seat’s £2.5million, £2.6million for cars that are probably three seconds a lap slower than a GP2 car was back in my day, it’s just crazy.

“But in among all that you have guys who did make it and when you look at their situations and you look at who

they’re involved with a lot of that would make sense in the end. And that’s the thing, not just in our sport, any sport, any business, anything, in our sport you need the money, you need then the management and then you need the talent, and that’s the order and if you can get those three together then your chances of making Formula 1 is multiplied, it’s much much higher.

“Because it’s such a small percentage anyway, no-one ever really thinks about this. The problem with the junior formulas and a lot of the people who think they can do it or make it is that you don’t understand just how hard it is to make that step. You need to be seen as a super talent then you need to be part of one of the young driver programmes; even now just being a multi multi billionaire that’s the only other way in, that you basically buy your own seat or buy your own Formula 1 team. But then what comes with that is just you’ll never be respected, you’ll never be thought of as a top Formula 1 driver. That’s just the way it is but with that if you’re a multi billionaire it doesn’t really matter, you’re there, you’re doing it and it’s all cool isn’t it?

“But like a Charles Leclerc or a Lewis Hamilton and Heikki Kovalainen, you go back a bit, all these guys were part of

the Renault young driver programme, fully backed by McLaren, fully backed by Ferrari, Red Bull programmes which is ruthless and cut throat but if you’re seen as one of the super-talented ones then your chance of making it is much much higher. But you still need to be able to bring budget, it’s like Red Bull along the way has paid for half of people’s programmes, so it’s a fully Red Bull car but back in my day it mightn’t have been an absolute full budget, they might have paid for half a budget, so you still had to try and find 650 grand.

“So it’s just bringing that all together, that’s the hard thing. It’s just like everything in management and the people who you’re involved with, it’s so important, it’s incredibly important to have people manage you or look after you who are connected and respected in the sport, it’s just pretty much everything.”

MN: How do you view that whole thing, do you just view it as that’s the way it is or is it something that strikes you as annoying or unfair?

AC: “No it’s just the way it is, it’s always like that. The only thing that’s changed now is just the amount of money that’s needed. It’s always been a crazy amount of money but now it’s obscene levels of money. It’s crazy.

“It’s just harder for some young talent to come through because even go-karting now is just so expensive, it’s just crazy how much money people are spending on go-karts, they’re spending £200,000 plus on go-karts so it’s very difficult even to compete sometimes with those guys to even try and make the next step.

“So the way I look at it and still look at it now is that I’m incredibly fortunate to even have done what I’ve done, there’s been so many super-talented karters I was up against that never even made it in to cars. I’m very fortunate because the guys I was involved with I couldn’t have raced without their backing, I just couldn’t have done it. But unfortunately there was a point where it was a hindrance, not a positive, and then you just had to go it on your own and try to make it happen and that’s pretty much what I did in the end with A1GP and being able to win the championship. In those two years I became a paid driver, so ever since then I’ve made my full living from racing, so if I don’t get paid then I don’t drive it’s just that simple.”

Question: How did the Ireland drive in A1GP come about?
Alexander Cameron
Via email
AC: “When you’re doing things like F3

“In A1 Grand Prix the track was full everywhere we went”

Adam Carroll



Carroll was wowed by the mid-2000s BAR-Honda Formula 1 car



Prized Andretti IndyCar seat was another chance denied to Carroll



and then you’re in GP2 that’s just your world, you’re fixated on it and going back to if you don’t have the right people who understand the game then you think by being in GP2 or F2, yes you are close to Formula 1, you can see it, it’s the other side of the fence but the reality of it is that it might as well be on Mars, it’s that far away.

“I’m obviously from Northern Ireland and all the rest of it but it was fairly loose in A1 GP, being from a nation, as long as you had a loose connection for anybody you could probably have got in the car. So I was winning races and doing GP2, was a top driver and young driver, testing in Formula 1, so they had quite a few people through the car and then we ended up having a chat and it was a paid seat and it was ‘yeah absolutely I’ll do that’.

“[It] ended up being something that was in terms of competition wise and with some of the team was just an amazing thing to be part of. We had an amazing team with [team manager] Dave O’Neill and big Stu [Stewart Cox, chief mechanic] and all the guys, the first year the Kershaws owned the team and then it crossed over to Teddy Yip in the final year, so there was a very good positive to it and unfortunately a few really big negatives as well but that’s just motorsport.”

MN: So what did you think about A1 GP generally as a championship and things like that?

AC: “A1 was brilliant, people still talk about it, it’s one of the most enjoyable championships that I think everybody involved did from the drivers to the engineers to the owners to the mechanics. It was really really good and the concept was excellent, because everywhere we went the track was full of people.

“We went to Taupo, New Zealand, and it took over the town, every shop in the town had an A1 GP window in it, people knew it was there, the circuit was full. It didn’t have 100,000 people but it only took 25, 30 thousand and even Brands

Hatch if you look at the last round of the championship at Brands Hatch it was amazing, it’s one of the busiest-looking grids I think I’ve ever seen if you actually Google it and see the pictures.

“It was getting good traction; I think in the final year it actually started to make money. Unfortunately 2008 you just had the biggest recession ever in history and the championship had put a big spend on to get the Ferrari deal and to get the Ferrari badge and the engines and then unfortunately with the world recession just everything stopped and unfortunately A1 GP was just not established enough at the time to be able to get through that.

“But as a concept I think it’s still one of the best concepts I’ve seen because the level was high, some really good teams, really good people in it with a lot of experience, the cars were nice, really good bits of kit, fast cars, 620 horsepower, tons of downforce, it was nation against nation which was definitely something different and people could really relate to that, like a rugby team or a football team. So yeah it was just a shame that it couldn’t continue on.”

MN: And I saw an A1 GP-related Twitter account replying to us saying you’re still reigning champion of A1 GP.

AC: “[Laughs] Yes that’s one of those statistics that is unfortunate because it would have been great to get back and try and defend your title or for it just to keep growing into something that was a great alternative to being another professional series that drivers and teams could compete in at an extremely high level. Just like Formula E’s come along, it’s a little bit different, but as an IndyCar type of series or even the DTM, something like that, A1 GP definitely had a place and that was just the way things go. It’s unfortunate.”

Question: You have beaten many big names in your career, which

one were you proudest to beat?

John Fraser
Via email

AC: “[Laughs] I don’t really think like that. I’ve been very very fortunate to race so many good guys and continue to race so many good guys. What people just don’t realise is the amount of talent out there is actually mind blowing, and the biggest surprise and shock, because you don’t really know, you think F2 or GP2 is as good as it gets, it’s just not, it’s absolutely not. Yes the top few drivers are good but when I crossed over into sportscars and GTs I was just blown away at the level and how good the teams were and how many good pros there were.

“There’s just some amazing drivers out there that have never even sat in a single-seater, they’ve done touring cars or they’ve DTM, the [Mattias] Ekstroms of the world. It’s just the talent is so deep that it’s quite amazing actually.

“So yes the big names along the way coming up through, obviously Lewis Hamilton is one of them that I’ve gone wheel to wheel with many a time and I’m a big fan of Lewis. I really don’t think he gets the credit that he should do for his talent and just his drive. He is an incredibly determined driver. If he was a boxer or in a physical sport that you could see, Lewis would never go on the back foot, he’s a fighter. It doesn’t come across in his personality but the more you poke him just the harder he tries, that’s just built into him, he’s just a fighter.

“So yes to race people like that it’s really really good. I’ve been team-mates with Timo Glock. Timo, another really good guy, super quick. It’s just so many good guys [that I’ve raced against]. The way I look at it is that if you have the right equipment it’s what it’s all about. If you can get the same, all you ever want is the same, you don’t even want better you just want the same, and then as long as you’ve got the same you can fight.

“So I think I’m fortunate enough to have shown and believe that if I have an



Carroll got his first GT shot in Blancpain at Silverstone with Vita4One

equal machinery or the right car and a car that suits my style then I can run [with] just about anybody. I’m as quick as anybody out there. I can beat those type of guys or it’s always incredibly close, that’s the thing. The drivers are much closer than the teams and the machinery are, it’s always that way. The top 20 drivers in the world will be within half a tenth or less. The human side of it’s much closer than the mechanical side.”

Question: Who was his best ever team-mate?

Alan Evans
Via email

AC: “It’s the same sort of [answer], it always just surprises me how many guys

can turn a really fast lap [laughs]. You’re just like that’s impressive because I’m trying really hard here but either you’re a tenth off or you’re the same or whatever.

“So through the years in my single-seater years I would say that Robert Wickens, I was always really impressed with Robert, just as an all-round [package]. He was very mature, very level headed, great feedback and very fast, and Robert [going] over to IndyCar just showed everybody how freaking quick he was and how he could adapt. Very very talented driver, but like I say very level headed and very mature for his years so Robert would be right up there.

“And then like I said I’ve been team-mates with Timo Glock. Timo was just

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FEATURE



Carroll competed in a GT Gulf Racing McLaren for four seasons



Carroll has high praise for his Formula E team-mate Mitch Evans (r)

all-round very good driver, great car control, good racer, just a very very strong package. Great guy as well, no nonsense.

“GTs and things again I’ve had Ben Barker who is super quick in the Porsche. Ben is really quick, qualified sixth outright last weekend in the GT World Challenge so Ben is another one as an all-round guy, package, just very good. Last year Oli Webb, I was impressed with Oli all the time, his speed, his feedback, Oli is a proper top pro, really good. Rob Bell too.

“Mitch obviously, Mitch Evans. Mitch is perfectly suited to what he does [Formula E], his style, he’s just quick but very good at carrying those minimum speeds, he’s good on the brakes and he’s just great at that timing in those low-powered cars to just roll off the brake and carry that minimum speed when you don’t have that much downforce or much grip or feel back from it, he is very good in all those medium-speed corners. He had a great technique for that, smooth as well.

“I knew, when I was [FE] team-mates with him I said Mitch, get him the right car and he’ll win this championship, so Mitch is definitely one of the very very strong guys as well. But also, same thing, he’s one of my friends. And all these guys have been people who are very personable people as well, which you have to be because you’re working with people all the time, you’re a big part of the team and integrating. You can’t just be a fast driver, you have to be the full package to make it and be a professional and ultimately get paid.

“There’s so many guys that would impress you, really. Someone like a Robert Dahlgren back in Formula 3 when we were in the scholarship class, Robert was very fast, he was another one who could turn a lap like wow that’s impressive.

“So yeah like I said there’s a lot of talented guys out there, and certain

cars and styles, this is a thing [that] has changed a lot, with different championships and Pirelli tyres and how they’ve gone has morphed the style of drivers as well. It’s not a particular style I would be a fan of to be honest and I don’t think it should be like that, tyres should never be a limiting factor, it should be absolutely the fastest driver who can drive at 100% for two hours straight without making a single mistake usually does alright [laughs]. And that’s what more GTs and sportscars have become, that’s what you’re doing, they’re 24-hour sprints, they’re absolute 100% all the time, Spa 24, Le Mans.

“The depth of talent is honestly unbelievable, you’d just be blown away at how many guys out there who are just the full package who are amazing. In GT and sportscars it’s way bigger than all the junior formulas, like just way bigger, it’s just got so many more talented professional racing drivers. And you can’t expect to beat any, it’s something you’ve got to grow into, it takes time, that’s why you have to learn and you’re a young kid and your goal should be how do you become a professional racing driver, that’s what your goal for most people should be.”

Question: After your long and successful career in single-seaters, how

did you discover the GT/sportscar racing path?

Craig Falkingham
Via email

AC: “When you’re in single-seaters you honestly wouldn’t even look at it. This is why you need good management because the management needs to be able go right, probably we’ve come to the end of the road with being able to maximise your single-seater career but you’ve done well enough to have a name that you can potentially cross over to a manufacturer or something.

“So yes there was a couple of bad decisions along the way that I just couldn’t get my head around. To think I turned down a DTM drive once, when I was 19, I just had no real concept of actually what it could lead to. I just sort of thought ‘well yeah look I can come back and do that’ because that’s kind of the mentality, it’s either Formula 1 or nothing.

“So once I got A1GP and I was still in that single-seater formula where I tried for IndyCar and I was really close to getting a full-paid Andretti seat, and in the end they just didn’t have the full budget so another driver took it and had to pay \$2million to get the seat, but we’ll not mention any names.

“And then at that point A1 had fallen over. I’d been promised two F1 seats in



Carroll is grateful for Greystone shot



Carroll (l) wants to continue pushing for as long as he can

that time as well that didn't happen, literally was told that you're going to be called tomorrow to be congratulated on your F1 seat with one of the new teams and then that didn't happen.

"So in among all that reality kicks in that you're 27, 28 years old and I have to go and work and earn money, I don't have it come in from anywhere else, so it's either you've got to go and coach [or find a paid drive], you have to go out there and work. So I was getting to the point where I was getting pretty desperate to be honest and I knew that the single-seater formula route was just really not going to work.

"So I jumped on the internet and I'd had a pretty bad experience with managers as well, pretty much three guys in a row, the same thing not mentioning any names but just pretty shocking behaviour to be honest, some serious piranhas out there, and then I just had to do it myself. So I was like right that's it, got on the internet, started searching up all the teams, I was absolutely blown away at the size of the GT sportscar world.

"And I thought right I'm going to send my CV to absolutely pretty much every team that I think would potentially take a professional driver, and I sent my CV to about 130 teams.

"I was quite surprised at how many teams actually replied to me. Most people needed something and were like 'don't

really want to ask you for something Adam but we still need a little bit of budget or blah de blah', and I had to say no to all of those. But in among all that I got a seat, my first-ever GT race was Blancpain Series Silverstone Grand Prix track for Vita4One in the [BMW] Z4.

"I think it was one of those things that Michael Bartels, who owned Vita4One, he obviously thought 'right Adam will know Silverstone, Adam's a local hero, let's put him in' [laughs]. And after the first practice session he said to me 'Adam have you ever driven the GT car before?' And I said 'actually no Michael I haven't' [laughs]. So anyway he went 'right OK' and I said 'right OK don't worry, I just need a few more laps, we'll be alright', so he said 'yeah absolutely no problem Adam'.

"And he still gave me the shot in qualifying to go second with the new tyres, because they used to do three runs, the first driver would do his lap on full tanks, used tyres, then the second driver would do new tyres [with] obviously a bit less fuel and then the third driver has the most likely shot at pole because it's new tyres, lower fuel. So it was my first time ever in a GT car, it was actually first time on the Grand Prix track which he didn't know about, [with] the new loop, and it came to qualifying and I just absolutely sent it and I was hundredths off outright pole for Blancpain so his jaw nearly hit the floor [laughs].

"So that was my first-ever go and qualified second outright so that was quite good. And then my second go in a GT car was the end of that year in September and it was someone who I stayed pretty close to as in someone who I have really always enjoyed working with and is [WRT team boss] Vincent Vosse, who is a great guy. And Vincent called me and same again one of the factory drivers had to go somewhere else and he said 'Adam, do you want to do it?' And I'm like 'yeah of course absolutely'. And that was my second-ever go in a GT car which

was WRT at Donington [in the FIA GT1 World Championship] and I was teaming up with Laurens Vanthoor and in the other car was Frank Stippler and Olly Jarvis.

"And I managed to qualify again second and I was a tenth off Laurens in my second-ever go and that was how I got into GT cars. Then [through] that opportunity I was able to meet [then-McLaren boss] Martin Whitmarsh and the guys who were there and [CRS Racing boss and head of McLaren GT] Andrew Kirkaldy who I knew anyway. And then off the back of that I followed it up, I pushed hard and I ended up getting the McLaren factory drive with CRS and then that's how I got into [it], next year I did a season as a McLaren factory driver with Gulf Racing, that got me in and then I ended up driving directly for Gulf for four seasons after that. So yeah, that's how it happened, as easy as that [laughs]."

Question: What is your favourite race car?

Bob Smith
Via email

AC: "For performance, the GP2 cars on the Bridgestones when you had a GP2 car completely dialled in and was absolutely on it, they were pretty impressive and a joy to drive, very good performance.

"The A1GP Ferrari car for me, that was an amazing car. When that was on it, well I did a 1m10.9s round Brands Grand Prix in it so just a very very fast car. Not the quickest thing at the end of the straight because it just had tons of drag but the downforce and the corner speed and the performance was impressive.

"Probably the Lola Champ Car as well when I tested the Forsythe Lola Champ Car. That was a beast, that was just a man's car, that would just kick your ass. Oh just the thought of a two-hour street race in one of those, well ask Timo Glock, he came back to GP2 after a season in those and said he could have done the

race with one arm [laughs]. They were pretty amazing. Even now in IndyCar it's super physical, those guys are fit.

"Then in among that I did 11 days in Formula 1, over 4000km in the BAR-Honda F1 car. Probably wasn't ultimately the most enjoyable thing because it just had a little bit of work to do, but performance wise and speed wise it was just insane. To jump into that, your first few goes, there was 960 horsepower, 605kg, they could pull 5.2 lateral g even on grooved tyres and they were just violent on your body, absolutely that's the only word for it, the lap times those cars did then was just nuts, it was over 10 seconds a lap faster than a GP2 car around Silverstone Grand Prix.

"[To] experience something like Monza in the BAR for pure performance wise was pretty mental, like it was 360kph on the front straight and 350kph to Parabolica out of Ascari and you were braking at 90 metres, so it'd take a few laps for your brain to adjust to those [laughs].

"And then even to now more modern stuff, so I can't just say one car, things like even the current GT3 cars are really impressive for performance. I really enjoy driving the Audi, and they're proper race cars, the corner speeds we're talking about, the lap times, like Oulton Park in a GT3 is really quite impressive. Like Island Bend out the back it was 134mph minimum in qualifying, I didn't even get out of the throttle, I still had 20% throttle on. So for a 1225kg car, pretty impressive.

"So I think the moral of the story with any race cars is when a race car is actually dialled in and behaving as it should do they're enjoyable to drive, it's just getting them there is the hard part [laughs]."

MN sets the scene: Carroll races a McLaren 570S GT4 with track and test day outfit Greystone GT's new race team. In 2021 he raced in GT Cup with the team driving alongside Mark Hopton, while this year he races in the GT4

European Series alongside Tim Whale.

Question: How much do you love racing with Greystone GT Adam?

Greystone GT
Via Twitter

AC: "I absolutely love racing with Greystone GT and all the people that I work with actually, I've got an unbelievable group of people at the minute. [I'm] very fortunate genuinely to be a paid racing driver, there must only be 500 fully paid racing drivers in the world that do not rely on bringing anything or their dad or their uncle doesn't own a team and you're there because they want you part of their team.

"You're incredibly fortunate to be in that situation so people like Mark [McLoughlin, team principal and founder] in Greystone and Balfe with Shaun [Balfe] and Tim Whale who I'm racing with, Shaun, Graham de Zille who I coach, Mark Hopton who I raced for last year, all the guys that ultimately you're there because they believe you're worth it then yeah it's amazing. It's really good to be with a group of people who are growing so quickly as well and the future's exciting."

MN: In terms of your future is the plan more similar to what you're doing now or do you have other things you'd like to do?
AC: "I'd love to get back to Le Mans. My personal cars that I'm best in are high high downforce, the faster the car the more grip and the more downforce just suits me and my style but those cars don't exist that much anymore unless you can get an LMP1 seat or something like that.

"But whether that ever happens or not I don't know but at the minute I'm fully committed to what I'm doing, the GTs like I said I'm really enjoying driving the Audi, I love the people I'm working with, so yeah I'm just going to keep pushing as hard as I can for as long as I can. Training hard, I'm in good shape, I feel I'm as good as I've honestly ever been, so I'm just trying to keep it going for as long as I can." ■

"I searched online then sent my CV to 130 teams"

Adam Carroll

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Ferrari star wants hard work to stem Red Bull after Max's Miami dice

LECLERC: WE HAVE TO PUSH TO REIN IN VERSTAPPEN'S PACE



Leclerc knows tweaks are needed
By Matt James

Ferrari's World championship leader Charles Leclerc has urged his Italian team to push through car tweaks after being defeated by Max Verstappen's Red Bull in the maiden Miami Grand Prix last weekend.

Although Leclerc qualified on pole position for the Scuderia, World champion Verstappen grabbed the advantage during the first stint and was uncatchable thereafter. The gap between Leclerc and Verstappen at the top of the F1 points table has closed to just 19.

After being defeated in Florida, Leclerc said: "We need to keep pushing. Upgrades will be very important throughout the year. And I hope now that we can do a step up from the next race onwards. But it's been tight since the beginning of the season."

The first race at the Miami International Autodrome drew widespread praise, although some drivers have asked for track tweaks following a spate of practice and qualifying crashes.

Full report, page four



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RALLY REPORTS

Photos: Paul Lawrence

MANX NATIONAL RALLY: ISLE OF MAN BY PAUL LAWRENCE

MAY 13-14

ROSKELL IS FAULTLESS ON MANX CHALLENGE

The Manx Rally proved to be every bit as challenging as previous editions as this iconic rally returned after a two-year absence. Some tried and failed but through it all came Neil Roskell and Andrew Roughead for a classy win in their Ford Fiesta R5.

Though the entry of 70 cars was down on what the event deserved, this was still a win that showed just how far Roskell has come in his relatively short rallying career. He took the lead on the opening stages as Friday evening moved into darkness and delivered a faultless performance in the lanes on Saturday to complete his first Isle of Man victory.

One hundred and 10 miles of classic Manx lanes lay in wait for the crews, but out even before the

start went pre-event favourites Jason Pritchard and Phil Clarke and their Ford Focus WRC when the pulley on the crank timing belt seized as they headed for the shakedown stage. It was a devastating blow to the crew.

Pritchard's non-start left the way open for neighbours and friends Roskell and Andrew Bowen (Fiesta S2000) to dispute the early lead but their battle ended on SS6 when Bowen's engine blew.

Roskell tool a 1m20s lead into Saturday and stroked it home to win by over four minutes "That was only my second time rallying in the dark and this event is another level," said Roskell. "I'm still learning!"

When Gareth Edwards crashed his Escort Mk2 out of the rally on

Saturday's opening stage, up into an incredible second place went young local ace Rory McCann in his Honda Civic, once again showing his potential in the front-wheel-drive car. However, as Saturday progressed he was hunted down by another local crew George Collister and Ian Postlethwaite in their BMW 328 and on the final stage Collister pulled back seven seconds to grab second place by less than three seconds.

Results
Organisers: Manx Auto Sport Ltd **When:** May 13-14 **Where:** Isle of Man: **Championships:** FIA Celtic Trophy, HRCR Stage Masters, Welsh Historic, ANWCC, SD34 **Stages:** 14 **Starters:** 67.
1 Neil Roskell/Andrew Roughead (Ford Fiesta R5) 1h33m52.3s; 2 George Collister/Ian Postlethwaite (BMW 328i) +4m37.8s; 3 Rory McCann/Paul McCann (Honda Civic); 4 Stewart Morrison/Kerrie Macgillivray (Ford Escort Mk2); 5 Richard Fishleigh/Jason McCullough (Ford Escort Mk2); 6 Gary Leece/Sarah Coole (Ford Escort Mk2); 7 Chris Simmons/Andrew Moss (Darrian T90TR); 8 Ben Crump/Ian Beamond (Ford Escort Mk2); 9 Andrew Dudgeon/Shannon Bridson (Honda Civic); 10 Oliver Davies/Benn Innes (Ford Escort Mk2). **Class winners:** Philip Shaw/Macklin Wilson (Vauxhall Nova); Dudgeon/Bridson; Andy Duggan/Kayleigh Duggan (BMW E30); Morrison/Macgillivray; Fishleigh/McCullough; Maxx Bradshaw/Liam Whiteley (Mitsubishi Lancer E3); Dave Holland/Neil Gater (Ford Fiesta R5); Tony Shields/Neil Bye (Ford Escort Mk1); David Pedley/Grace Pedley (Ford Escort Mk2).



Collister: rear-wheel honour



MN Circuit champ Roskell was on fire

COMPBRAKE STAGES: THREE SISTERS BY PHIL JAMES

MAY 8

Photos: pro-rally.co.uk



John Stone was virtually untouchable on Wigan event

STONE POUNDS HIS RIVALS FOR GLORY

John and Alex Stone set the pace from the off and 11 quickest stage times from the 12 tests ensured the VW Polo GTi R5 crew finished with a 28-second winning margin over Jason and Lee Wilson's Darrian T90 GTR.

For much of the day it was the Darrian of Mark Smith and Tim Nunn who posed the biggest challenge but once they crashed out on stage nine that left the way clear for the Wilson example to take second place.

Completing the podium places were Jonathan Mousey and Richard Wardle who were testing anti-roll bar and

suspension settings on their Ford Fiesta Rally2 ahead of the Jim Clark Rally.

Having had a frantic day moving up and down the standings as they tried different tyre compounds, Kevin Furber and Colin Blunt claimed the Class E awards after finishing fourth in their Peugeot 208 R5.

Mark Jasper and Don Whyatt, following their early retirement at Leconfield the previous week, had a trouble-free run in their Ford Escort Mk2 to take fifth place ahead of the Subaru Impreza of Adam Williams and Rachael Atherton.

Berwyn Evans and Iwan Pritchard, who survived a stage-three spin in their Escort Mk2, finished on equal time to the Class D-winning Darrian T9 of Mike Gilman and Jonathan Needham. The Escort crew claimed seventh place by virtue of their better stage-one time.

More Escorts completed the top 10 with Three Sisters debutants Gareth Hughes and Ifan Devine finishing ninth ahead of Bertie Morton and Mark Walker. Brandon Smith and his rookie co-driver, 15-year-old Joshua Howard, made a gallant effort to claim

a top-10 finish with their Darrian T90 suffering a slipping clutch throughout before finishing 11th.

Results
Organisers: Wigan & District Motor Club **When:** May 8 **Where:** Three Sisters Race Circuit, Wigan **Championships:** ANWCC; SD34. **Stages:** 12 **Starters:** 50.
1 John Stone/Alex Stone (VW Polo GTi R5) 26m19s; 2 Jason Wilson/Lee Wilson (Darrian T90 GTR) +28s; 3 Jonathan Mousey/Richard Wardle (Ford Fiesta Rally2); 4 Kevin Furber/Colin Blunt (Peugeot 208 R5); 5 Mark Jasper/Don Whyatt (Ford Escort Mk2); 6 Adam Williams/Rachael Atherton (Subaru Impreza); 7 Berwyn Evans/Iwan Pritchard (Ford Escort Mk2); 8 Michael Gilman/Jonathan Needham (Darrian T9); 9 Gareth Hughes/Ifan Devine (Ford Escort Mk2); 10 Bertie Morton/Mark Walker (Ford Escort Mk2). **Class winners:** Gareth Roberts/Sarah Hughes (Citroen AX GTi); Richard Kay/Adam Kay (Vauxhall Corsa); D Gilman/Needham; E: Furber/Blunt.

TSH STAGES: PORTREATH BY IAN HARDEN MAY 14

FLEMING AND RUMARY STRIKE AT THE END

Patience and consistency paid dividends for Craig Fleming and Paul Rumary as they claimed a 19-second win over Dan Gibson and Frankie Hillman's Darrian T90 on the TSH Stages last Saturday.

The winning Subaru Impreza pairing began slowly in ninth spot behind a five-way lead battle between Gethin Davies, Joshua Davey and Gibson (all Darrians), with Dave Parnell (Escort Mk1) and Richard Weaver (Mitsubishi Lancer E6) in close attendance.

However, Fleming and Rumary picked up pace and places throughout the morning

and when Davies retired with a broken driveshaft on stage four, they were ideally placed to attack from third place. Two fastest times on stages six and seven helped them close in on the then-leader, Weaver. When the Mitsubishi's gearbox broke on stage eight, Fleming set equal fastest time with Gibson on the final test to win.

Runner-up Gibson had a fifth-stage spin costing 10s and lost his brakes when a reservoir cap came off mid-stage, a problem he fixed in service with a soft drinks bottle top. Third-placed Davey's Class C-winning Darrian T90 ran faultlessly,

enabling him to swap times with Gibson's larger-engined Class D machine all day.

Results
TSH Stages 2022
Organisers: South Hams Motor Club **When:** May 14 **Where:** RRH Portreath, Cornwall **Starters:** 60 **Stages:** nine.
1 Craig Fleming/Paul Rumary (Subaru Impreza) 1h09m36s; 2 Dan Gibson/Frankie Hillman (Darrian T90) +19s; 3 Joshua Davey/Tamsyn Davey (Darrian T90); 4 Marc Clayton/Nic Clayton (Toyota Starlet); 5 Sam Perring/Will Frost (Mitsubishi Lancer E3) 6 John Lewis/Kath Curzon (Darrian T9); 7 Scott Barnes/Gary Whittington (Peugeot 106); 8 Tom Todd/Dan Morefield (Ford Escort Mk1); 9 Danielle Furzeland/Nick Fewins (Impreza B13); 10 Richard Barrow/Lee Hatter (Impreza N14). **Class winners:** Chris Bird/Harriet Wilson (Rover Mini); Barnes/Whittington, Davey/Davey, Gibson/Hillman, Perring/Frost.

ALBAR JUNIOR RALLY: KAMES BY JOHN FIFE MAY 15

BRUCE HEADS A TIGHT GROUP OF THREE

Graham Bruce and David Aitken won the annual Albar Kames Trophy Rally in their Ford Escort Mk2 with just 20 seconds covering the top three places.

Top seed Ross Auld was out almost before the rally started when his Escort's gearbox seized solid on the second stage and the debut of Colin Gemmell's new four-wheel-drive VW Golf was shortened when a suspension bolt broke and the car lost a wheel.

Thereafter the Mitsubishi Lancer E7 of Kenneth Blair and Jessica Jamieson and the Peugeot 206 of Des Campbell

and Craig Forsyth scrapped furiously over second place with Blair just managing to keep the persistent Peugeot at bay by 11s.

It was nip and tuck for fourth place with the Fiesta ST of Graeme and Jim Rintoul finishing just eight seconds clear of the Mk2 Escort of Steven Street and Robert Wood after a mighty day-long scrap. Rounding off the top six was the Ford Escort BDG of Duncan Ferguson and Alex Murphy.

Top Junior was Sam Pattison in his Skoda Citigo, a good half minute clear of the pursuit.

Results
Albar Kames Trophy Rally
Organiser: East Ayrshire Car Club **When:** May 15 **Where:** Kames, Muirkirk **Championships:** R SM Hire Scottish Single Venue Rally Championship, Ecosse Junior Rally Championship **Stages:** 15 **Starters:** 23/12
1 Graham Bruce/David Aitken (Ford Escort Mk2) 24m27s; 2 Kenneth Blair/Jessica Jamieson (Mitsubishi Lancer E7) +9s; 3 Des Campbell/Craig Forsyth (Peugeot 206); 4 Graeme Rintoul/Jim Rintoul (Ford Fiesta ST); 5 Steven Street/Robert Wood (Ford Escort Mk2); 6 Duncan Ferguson/Alex Murphy (Ford Escort BDG); 7 Alistair Brearley Jr/Keith Atkinson (Suzuki Swift Sport); 8 Cameron Williamson/Roscoe West (Subaru Impreza); 9 Niall Cowan Jr/Owen Paterson (MG 3); 10 James Wilson/Ian Wilson (MG ZR). **Class winners:** Cowan/Paterson; Campbell/Forsyth; Bruce/Aitken; Blair/Jamieson; Sam Pattison/Paul Whittaker (Skoda Citigo).

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RACING REPORTS

Photos: Richard Styles

SNETTERTON: BARC BY STEVE WHITFIELD MAY 14-15

KHERA AND HANKEY OVERCOME THE ODDS TO CLAIM BRITISH ENDURANCE SILVERWARE

Lucky Khera and Ewan Hankey overcame a one-minute penalty to take victory in the British Endurance Championship during the British Automobile Racing Club’s visit to Snetterton.

Having triumphed at the opening round at Silverstone alongside Lee Frost in a Lamborghini Huracan, Khera switched to a McLaren 720S for the latest three-hour enduro and built an early 10-second lead.

The penalty was awarded after the car was refuelled during a safety car period, dropping the pair to third. The invitational entry of John Dillon and Andrea Amici held a one-lap advantage at the halfway stage but a differential issue with their Lamborghini put them out.

That promoted the Mercedes AMG GT3 of Wayne Marrs and Tom Jackson into first place, but the latter was hunted down by Hankey, who completed the race-winning move into Brundle corner with half-an-hour remaining.

Jasver Sapra took a hat-trick of wins across the weekend in his BMW M3, the first coming in Saturday’s Snetterton Saloons ahead of the Ginetta G56A shared by Mark Lee and Owen Hizzey.

Sapra then triumphed in Sunday’s opening Britcar Trophy race alongside his regular counterpart Bryan Branson, with Lee and Hizzey again in second. Invitational entrant Nail Bradley led most of that encounter in an M3, but he was denied by a 155-second penalty for making his

mandatory stop outside of the permitted window. Sapra and Hizzey contested the lead in race two, but a failed overtaking from the latter at Murrays cost both of them time. Hizzey’s SVG Motorsport team-mate Ian Astley led from Datum Motorsport’s Axel Van Norderveen, while Hizzey spun out at Riches after suffering brake failure.

Neil Wallace took over from Astley and remained in front until 10 minutes remaining, when he was passed by Van Norderveen into Oggies. Branson also followed through into second a few corners later, having recovered from his and Sapra’s 15s success penalty. He then took the lead when Van Norderveen was caught out by light rain.

Gordie Mutch and Jimmie Broadbent climbed from the back of the field to win the first of the Praga Cup races on-the-road, but a boost issue got them disqualified. Runners-up Matt Bell and Rob Wheldon were also excluded, handing points leaders Charles Hall and Scott Mittell their second triumph of the season.

Bell and Wheldon led race two, but a penalty for breaching the minimum mandatory pitstop time dropped them to second, letting Mutch and Broadbent make amends with victory.

Harry Hickton continued his domination of the Junior Saloon Car Championship with two more wins. After heading home Jacob Heap by 4.5s in race one, Hickton resisted a late charge from Max Hall in the second contest.



Khera and Hankey battled back for glory



Sapra, in Snetterton Saloons here, had a great meeting

RACE WINNERS

Britcar Trophy
Races 1 & 2: Bryan Branson/Jasver Sapra (BMW M3)

British Endurance Championship
Lucky Khera/Ewan Hankey (McLaren 720S GT3)

Hyundai Coupe Cup
Races 1 & 2: Alistair Dendy

Junior Saloon Car Championship
Races 1 & 2: Harry Hickton

BMW Championship
Race 1: James Card;

Race 2: Niall Bradley

Praga Cup
Race 1: Charles Hall/Scott Mittell; Race 2: Jimmy Broadbent/Gordie Mutch

Snetterton Saloons
Jasver Sapra (BMW E46 M3)

Photos: Rachel Bourne

CROFT: BRSCC BY PETER SCHERER MAY 14-15



Jordan Dempsey led all the way in the second clash

RACE WINNERS

BRSCC Fiesta Championship
Races 1 & 2: Alastair Kellett
Race 3: David Nye

National & Northern Formula Ford Championships
Races 1 & 2: Jordan Dempsey (Spectrum 011)

Race 3 (National only):
Colin Queen (Ray GR18)

BRSCC Fiesta Junior Championship
Races 1 & 2: Sid Smith

Fun Cup Endurance Championship
UVio/Hofmann’s Lotus – Farquini Deott/

Fabio Randaccio

Northern Saloon & Sports Car Championship
Races 1 & 3 (Both Group A): Jon Woolfitt (Spire GTR)
Race 2 & 4 (Both Group B): Mike Williamson (Mitsubishi Evo 4)

DEMPSEY AT THE DOUBLE IN DRAMATIC DARLINGTON DICES

Kevin Mills Racing’s Walter Hayes Trophy winner Jordan Dempsey took two wins from a frenetic National Formula Ford triple header at Croft.

The first of the weekend’s races ended in highly dramatic fashion, when Oldfield Motorsport’s Lucas Romanek and B-M Racing’s Jamie Sharp clashed at the Jim Clark Esses disputing the lead.

Romanek had led for the most part and Sharp, after a successful move at the Esses at two-third’s distance, tried for a repeat in the late stages. But his front touched Romanek’s rear and sent the leader into a fiery race-stopping roll. Dempsey was

eventually declared the winner while Sharp got disqualified for causing a collision.

And Dempsey’s win got him pole for race two the following day, which he converted to win number two of the weekend by leading all the way, finishing 4.5 seconds clear of Ammonite Motorsport’s Colin Queen.

There also was late drama in the meeting’s third and final race as Queen beat Sharp after lunging past him on the final lap. Sharp in race two had recovered from the back to finish sixth then led race three for much of the way after starting second on the partially reversed grid. Championship leader Dempsey completed a

strong weekend with third place.

It was back to winning ways for UVio Hofmann’s Lotus pair Farquini Deott and Fabio Randaccio in the Fun Cup Endurance four-hour contest. Defending champions Deott and Randaccio had a terrific race-long scrap with current championship leaders GCI Racing’s Craig Butterworth and Ian Wood before finally claiming a 19s victory.

Team Viking’s Mark Holme and Teddy Wilson claimed third place late on, after PLR Racing’s Neil Plimmer and Ben Pitch suffered a crankshaft failure.

Alistair Kellett had control of the first Fiesta race from start to finish, despite being shadowed

throughout by Jenson Brickley. Race two was a similar story as Kellett led all the way from a reasonably near-at-hand Brickley. David Nye then won the reversed-grid race three, despite dropping to fourth from pole on lap one.

Sid Smith won both Fiesta Junior races. The first was dominant from pole, and while he also won race two from pole that time he prevailed in a close scrap with Luke Hilton and long-time leader Albert Webster.

The Northern Saloon & Sports Car Championship had two pairs of races for its split grid, and both groups had double victors in Jon Woolfitt and Mike Williamson.



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RACING REPORTS

Photos: Mick Walker, Paul Lawrence

SILVERSTONE: INTERNATIONAL TROPHY BY PAUL LAWRENCE

MAY 14-15



Both Thundersport wins went to John Burton



FF2000 ace Graham Fennymore took race two

Sunday’s action on the Silverstone Grand Prix circuit kicked off with the opening Thundersports race and despite a slight threat of rain John Burton was peerless in his Chevron B26.

The veteran sportscar racer pulled away from the similar car of James Schryver for another consummate win, while third place was the subject of a great battle between the Lola T70 Mk3B of Alex Montgomery and the two-litre cars of Jamie Thwaites and Gary Furst.

The track was wetter for the second race and starting on wets made Thwaites the quickest of all early on. However, as the track dried the slicks of Burton and Schryver came good and Thwaites was pushed back to third.

The inaugural Griffiths Haig Trophy race for 1950s drum-brake sportscars had a damp-but-drying track and that made the challenge for Oliver Llewellyn in the Allard even greater as the monster V8 slithered around in fine style. Even a mid-race misfire failed to derail his victory, while Chris Keen brought the V8 Curtis up to second ahead of the best of the smaller-engined cars, the Lola Mk1 of John Chisholm.

In the second race, Tim Llewellyn took over the Allard and carried on where his son had left off in the opener. With a loose plug lead reattached, the car was back on all eight cylinders. On a

largely dry track, Llewellyn had a great battle with the Lola Mk1 of Alex Montgomery. They traded the lead numerous times before power finally told and Llewellyn got to the line first by a single second.

Cam Jackson had an eventful weekend in Formula Ford, winning in two different cars in the Classic category. He won the opener in the Winkelmann by a whisker from Jordan Harrison but the Winkelmann was later damaged in the first Historic race. Simon Toyne offered the use of his Lola T200 and Jackson duly won the second Classic race from the back in tough conditions.

Several drivers had spells in the lead on Sunday, including Henry Chart, Harrison, and Tom McArthur (Titan Mk4), but each slipped back into the pack with moments and spins. Meanwhile Jackson was going the other way up the order and squeezed ahead to win.

McArthur switched to his Merlyn Mk20 for the Historic FF1600 races and won a barn-storming opener, with his chances boosted when Ben Mitchell missed a gear on the last lap. Mitchell made amend on Sunday with a fine win as Samuel Harrison headed the chase in his Merlyn.

In the opening Historic FF2000 Benn Simms made it five wins on the bounce in Saturday’s sunshine. Track conditions were rather

different for Sunday, however, and the FF2000 pack had two formation laps on the wet track. That was enough to send Simms diving to the pits for wets but others, including Andrew Park, decided to stay on slicks. It was a marginal call as the race developed but ultimately, the pace of Graham Fennymore on wets was the decider. Simms, now with wets on, flew up the order from the back to wrestle second from Ollie Russell, who took the best result of his FF 2000 career to date with third ahead of Adrian Reynard and Park, the leading slick-shod runner.

The Guards Trophy race was a see-saw affair as Julian Thomas battled the Lenham of father-and-son Simon and Cam Jackson. Thomas went solo in his Chevron B8 and led the early laps from Simon Jackson. Then Jackson handed over to his son and Cam was able to battle ahead of the Chevron and build a small lead. However, during their stop, the Jacksons had been a little too quick and attracted a drivethrough penalty for the infringement.

With Thomas back out and flying, Jackson’s drive through just cost him too much time and, though he was hunting the Chevron down again at the flag, he needed a lap or two more.

The second Aurora race fell to Andrew Smith in the ex-Eddie Cheever March 782, which started



Tom McArthur fends off Ben Mitchell

from the back after non-finishing the first race. Smith scorched through the field on wets on a drying track and took the lead from Rob Wainwright with several laps to spare. On Saturday, Wainwright had won well in a guest outing in Keith Bisp’s F2 March 762.

On Saturday, Julian Thomas took the first of his three wins when he shared his Daytona Cobra Coupe with Calum Lockie to win the Gentleman Drivers’ race while Will Plant won the 70s Road Sports race at a canter in his Morgan Plus 8.

RACE WINNERS

Classic Formula Ford/ Historic F3 Race 1: Cam Jackson (Winkelmann); Race 2: Cam Jackson (Lola T200)	Sports and GT William Plant (Morgan Plus 8)	Historic Touring Cars Robin Pearce (Morgan Plus 8)
Gentleman Drivers Julian Thomas/Calum Lockie (Shelby Daytona Cobra)	Formula Ford 2000 Race 1: Benn Simms (Reynard SF77); Race 2: Graham Fennymore (Reynard SF81)	Thundersports Races 1 & 2: John Burton (Chevron B26)
Historic Formula Ford Race 1: Tom McArthur (Titan Mk4); Race 2: Ben Mitchell (Merlyn Mk20)	Aurora/Geoff Lees Trophy Race 1: Rob Wainwright (March 762); Race 2: Andrew Smith (March 782)	Griffiths Haig Trophy Race 1: Oliver Llewellyn (Allard J2); Race 2: Tim Llewellyn (Allard J2)
70s Road Sports/80s	Historic Road Sports/	Guards Trophy Julian Thomas (Chevron B8)

HISTORIC ROADSPORTS



Robin Pearce topped a healthy field and mastered the tricky track conditions

THE MOGGIES BEAT THE SNAKES IN THE RAIN ON GP CIRCUIT THRASH

A bumper grid of Historic Road Sports was further boosted by some Historic Touring Cars and several cars from Ecurie Classic Racing.

However it was the Historic Road Sports pack that did all the leading and battled hard at the front as up to five cars ran in the impressive lead battle in the early stages before Robin Pearce took control of the race.

A damp track made conditions tricky and played to

the wet-weather strength of Pearce, who worked his Morgan Plus 8 to the front of the pack ahead of Kevin Kivlochan’s AC Cobra, the Morgans of Peter Garland and John Shaw and the Lotus Elan of John Davison.

Early on the five cars made a great spectacle as they slithered around. But as the race progressed, and the slight rain continued, Pearce was able to edge clear and

move away from the thundering Cobra while Davison had a big spin and dropped to the tail of the pack. Though just not able to live with Pearce, Kivlochan still had to push hard to hold off Garland.

In the concurrent Touring Car contingent, Julian Thomas overcame a mixed-up start to win convincingly in his Ford Falcon from the Lotus Cortina of Bob Bullen.

RACING REPORTS

OULTON PARK: 750MC BY IAN SOWMAN

MAY 14

Photos: Steve Jones

CROWHURST RIDES HIS LUCK FOR A DOUBLE



Crowhurst's E36 M3 was a double winner

RACE WINNERS

BMW CCR
Races 1 & 2:
Graham Crowhurst
(E46 M3)

**Historic 750
Formula**
Scratch: Christian
Pedersen (Austin
7); **Handicap:**
John Village
(Village V2)

Bikesports
Races 1 & 2: Simon
Walker-Hansell
(Radical SR3)

Sports 1000
Races 1 & 2:
Richard Webb
(Spire RGBR)

Type R Trophy
Race 1: Joe
Jessup; **Race 2:**
Jake Hewlett

116 Trophy
Mark Sullivan/Sam
Carrington-Yates

Graham Crowhurst took both victories in the BMW Car Club Racing championship contest at Oulton Park, but benefited in the first race when the on-the-road winner was handed a track-limits penalty.

Mike Cutt (E36 M3) made the best start but Crowhurst (E46 M3) passed him into Cascades for the first time. Cutt gave chase, but after he took the lead at Old Hall two laps from the end, he reckoned he wouldn't have done so without backmarkers delaying Crowhurst. The five-second penalty reversed the result.

Cutt pulled off the circuit just three laps into the second race, giving Crowhurst a clear run.

Paul Cook was a distant second in his E46 M3 while reigning champion Ben Pearson completed the podium in the debut event for his new M235i. In the 6-cylinder division, Lee Piercey made it four class wins from four.

Historic 750 Formula featured on the International layout for the first time, with Christian Pedersen's methanol-fuelled Austin 7 taking a lights-to-flag victory. John Village finished nearly half a minute adrift in his eponymous V2, while Richard Prior took third in his first race in the ex-Lyndon Thruston DNC, beating its former driver, now HCS-mounted. Simon Gallon came out on top of an

entertaining tussle in the supercharged Austin 7 division, beating Timothy Roebuck in the ex-John Miles car.

In spite of limited data, the handicap race later was a success, with Village coming through to win on the last lap and the top eight covered by 16s. Geoffrey Cowell's Austin Ulster Special led onto the final tour but finished 13th.

Simon Walker-Hansell claimed his first two Bikesports victories in spite of suffering a heavy cold. The 2021 champion Leon Morrell made the best of the rolling start in the opener to lead in his Radical SR3 and he held it into a brief mid-race safety car period. His North

Motorsport team-mate Walker-Hansell, also in an SR3, gained control soon afterwards, grabbing the initiative on the Shell Oils loop.

Doug Carter very briefly headed race two in his PR6 but Walker-Hansell had the lead from after the first corner to the chequered flag. Tin-top and rally convert Jack Leese (SR3 RS) was a close second in the end, while Alistair Smart beat Carter to class honours for a second time in the day.

Richard Webb dominated Sports 1000, with his accumulated victory margin across two races being well over a minute, while Joe Jessup and Jake Hewlett shared Type R Trophy honours.

116 TROPHY

TIGHT FINISH FOR 116 TROPHY

Mark Sullivan and Sam Carrington-Yates claimed their first Gaz Shocks 116 Trophy win of the season in a heavily disrupted race at Oulton.

The scheduled 90-minute contest was barely 10 minutes old when the safety car came out for the first time, soon followed by red flags to allow barrier damage to be repaired.

The race was resumed for an hour, with Christopher Godden pitting as early as possible to hand over to son Jack – with their second mandatory stop just

minutes later under another caution period.

Local man Carrington-Yates bookended the race with Sullivan's solid middle stint helping to give them a five-second victory over the Goddens, with the pack closed by another late safety car.

Tom Sibley took third – his pitstop success penalty from Croft hurting his chances of a better result – after a close battle with Lewis Tindall/Alan Corfield. Rob Carvell and Patrick Scharfegger/Simon Kilham completed the top six.

Photos: Steve Jones

ANGLESEY: CSCC BY MARK PAULSON

MAY 14-15

SMITH GETS HIS SHOW BACK ON THE ROAD WITH TWO MODERN CLASSIC TRIUMPHS

Oliver Smith made amends for throwing away victory at Thruxton last month by claiming a Modern Classics double at Anglesey. Too eager to lap the entire field in Hampshire, Smith had gone off, but made no such error on the Welsh island despite struggling for grip in his E36-shape BMW M3.

Smith benefited from Stuart Daburn's 10-second success penalty to snatch the opener. He then withstood pressure from Matt Holben to claim Sunday's victory after Daburn's challenge ended in a clash with a backmarker. With his Nissan Skyline currently sidelined, Mark Chilton (Porsche 928) twice took the concurrent Future Classics honours.

Onlookers were denied a grandstand finish in Saturday's New Millennium race when the tyres on Daniel Petters's Porsche 911 997 GT3 Cup gave up with 10 minutes to go. Mark Smith eased to victory over Open Series victor Daburn. Chris Petch, in the Ginetta G50 started by son Harry, held off the fast-closing Smith (saddled with a 30s success penalty) to win Sunday's race as Dylan Popovic recovered from qualifying woes and getting turned around at Rocket early on to take Open honours in his G50 now with seven-litre Chevrolet power.

Stephen Pickering repeated his Anglesey success of last year to win the opening Swinging Sixties Group 2 race after

Geoff Beale's Future Classics Talbot Sunbeam Lotus was hit with a pitlane speeding penalty. Denied by sheared wheelnuts while leading the opener, Jamie Keevill came from the back to win on Sunday from Jon Wolfe/David Thompson (TVR Tuscan).

Quick pitstops and improved pace allowed Richard Perry to score a Group 1 double in two hard-fought races despite qualifying mid-grid. Tim Cairns (twice) and father-daughter duos Ian Whitt/Abigail Whitt and Charles Tippet/Claire Norman each claimed podiums as Sam Polley's Mini Marcos was thwarted by a success penalty then gearbox failure.

There were maiden wins for

Rob Phillips and the Stephen Reynolds/John Ridgeon pairing in Tin Tops, each narrowly rebuffing Adam Brown as his Ford Fiesta almost overcame its success penalty. Brown would rue a cautious start to the opener as he sought to look after his tyres.

Phill Briggs shook off the attentions of Adam Chamberlain/Scott Carruthers to win in Turbo Tin Tops.

Losing his Vauxhall Astra's brakes, Carruthers dropped to fourth after an off in the opener. Chamberlain then clashed with John Hammersley – second on Saturday – as Andy Baylie made the most of Briggs's penalty to score a maiden win.



There were no hiccups for Smith on his way to a brace

RACE WINNERS

**Modern Classics/
Future Classics '80s**
Races 1 & 2: Oliver Smith
(BMW M3 E36)

**New Millennium/
Open Series**
Race 1: Mark Smith
(BMW M3 E36 Evo); **Race 2:** Harry Petch/Chris
Petch (Ginetta G50)

**Swinging Sixties
(Group 2)/ Future
Classics '70s**
Race 1: Stephen
Pickering (Sunbeam
Tiger); **Race 2:** Jamie
Keevil (Lotus Elan S2)

**Swinging Sixties
(Group 1)**
Races 1 & 2: Richard Perry
(Austin-Healey Sprite)

Tin Tops
Race 1: Rob Phillips
(Honda Civic); **Race 2:**
Stephen Reynolds/John
Ridgeon (Renault Clio 182)

Turbo Tin Tops
Race 1: Phill Briggs (Seat
Leon); **Race 2:** Andy Baylie
(Ford Fiesta ST)

Magnificent Sevens
Race 1: Tim Davis
(Caterham C400); **Race 2:**
David Watson (Spire RB7)

FEATURE



THE BEST RACING JAGUAR

The grand British marque has produced plenty of evocative motorsport machines, competing in sportscars, tin-tops and even elsewhere. But which is your Top Cat?

Photos: Motorsport Images

Jaguar is central in British motorsport aristocracy, and its motorsport machines from the past and even the present inspire unparalleled affection.

The grand old car maker's racing activity is mostly associated with sportscars and in particular its stirring Le Mans successes. But there's more to Jag even than that. It has sampled a perhaps surprising range of motorsport categories, and its tin-top success in particular is worthy of note too.

And we want to know which of Jaguar's motorsport machines is your favourite, and as usual have come up with our shortlist of 10 for you to pick from.

These are outlined here, and now it's over to you to cast your eyes over the selection and pick your

HOW TO VOTE

- Visit fastcar.co.uk
- Click on 'Motorsport News'
- Find your favourite and vote

favourite by voting online.

The results will be in the May 26 edition of Motorsport News, which will be a Jaguar special paying tribute to the evocative marque.

THE NOMINEES

1 Jaguar XK120

This ultimate post-war British sportscar put Jaguar on the international competition map, with style and performance the brand became synonymous with.

The XK120's breadth was extraordinary: it started Jaguar's Le Mans story in large part with a fine showing in 1950, took two RAC Rally wins and even became the first foreign-built car to win in NASCAR's top class.



2 Jaguar C-type

Jaguar's Le Mans legend starts in earnest here, as the C-type took the marque's first two wins therein in 1951 and '53. And the 1953 win charted new territory as the first Le Mans win with an average speed of over 100mph plus the car featured the grand technological stride of disc brakes, far outperforming the then-standard drum variety.



3 Jaguar D-type

The iconic D-type sums up Jaguar: successful, elegant and revolutionary. It even had a feline look.

The ground-breaking car introduced a magnesium alloy monocoque and – most noticeably – benefited from sleek windtunnel-honed aerodynamics.

It won Le Mans three times from 1955 to '57, and in the last of these took five of the top six finishing places.

4 Jaguar XJ12C

On results the Jaguar XJ12C was an undoubted failure. Yet the striking and magnificent-sounding V12-engined machine was a glorious failure.

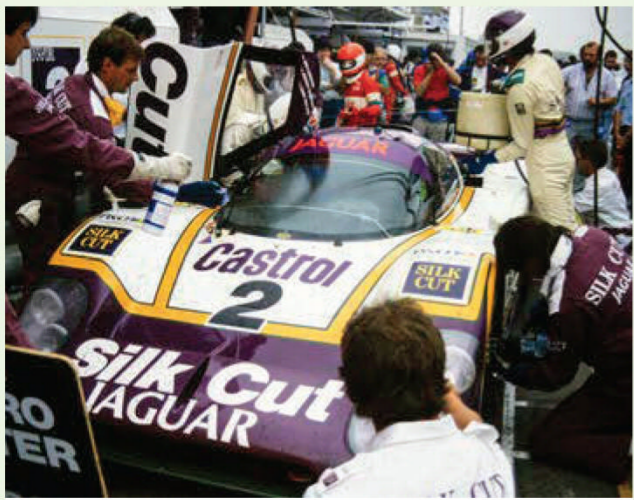
The Broadspeed-prepared XJ12C routinely outpaced allcomers in the European Touring Car Championship. But the project was canned before reliability problems were sorted, making the XJ12C a yearning what-might-have-been tale.



5 Jaguar XJ-S

In the early 1980s Jaguar returned to international motorsport eminence after a quarter century away with its Tom Walkinshaw Racing V12-powered Jaguar XJ-S in the European Touring Car Championship.

The XJ-S, with Walkinshaw's rugged driving and team management, was immediately a factor and by 1984, in British Racing Green, it clinched the drivers' title plus the Spa 24-hours.



6 Jaguar XJR-9

For much of the 1980s sportscar racing, and Le Mans, meant Porsche. That was until the Tom Walkinshaw Racing-Jaguar partnership.

And the crowning glory was the XJR-9's heady and scintillating 1988 Le Mans triumph, Jaguar's first Le Mans win since 1957 and the first non-Porsche win since 1980. It got that year's World Sportscar title double too.

7 Jaguar XJR-15

The Jaguar XJR-9, with Tom Walkinshaw's prompting, also fed directly into Jaguar's supercar direction with the ground-breaking limited-edition XJR-15.

It's fondly remembered for its remarkable one-make race series the Jaguar Intercontinental Challenge, that in 1991 supported Monaco, Silverstone and Spa's Formula 1 races. Among the series' ingenious incentives was \$1million, claimed by Armin Hahne, for winning the Spa race.



8 Jaguar XJR-11

The ever-vigilant Tom Walkinshaw concluded, even after Jaguar's conquering 1988, that the XJR-9's seven-litre V12 engine needed replacing with a compact turbocharged unit.

The result was the XJR-11, its engine developed from the evocative Group B Metro 6R4's. The XJR-11 took pole on its debut, and was competitive even against the classic Mercedes C11, though poor reliability denied it better results.



9 Jaguar XJR-14

The Jaguar XJR-14 is one of very few cars that moved a formula forward and left all rivals gasping.

For World Sportscars' new-for-1991 3.5-litre engine regulations, no less a figure than Ross Brawn created 'an F1 car with bodywork'; the XJR-14 producing stunning downforce. On its Suzuka debut it qualified 2.5 seconds clear of the rest.



10 Jaguar R4

Formula 1 proved tougher for Jaguar, with a bloated early-2000s Ford-led effort. But come 2003 a slimmed-down squad rose to respectability with driver Mark Webber a regular factor near the front.

In Brazil he missed pole by just 0.044 seconds, while in Hungary he started third and ran second through the opening stint. Eighteen points that year was the team's clear high-tide watermark, and the outfit also provided the foundations for Red Bull's F1 juggernaut.

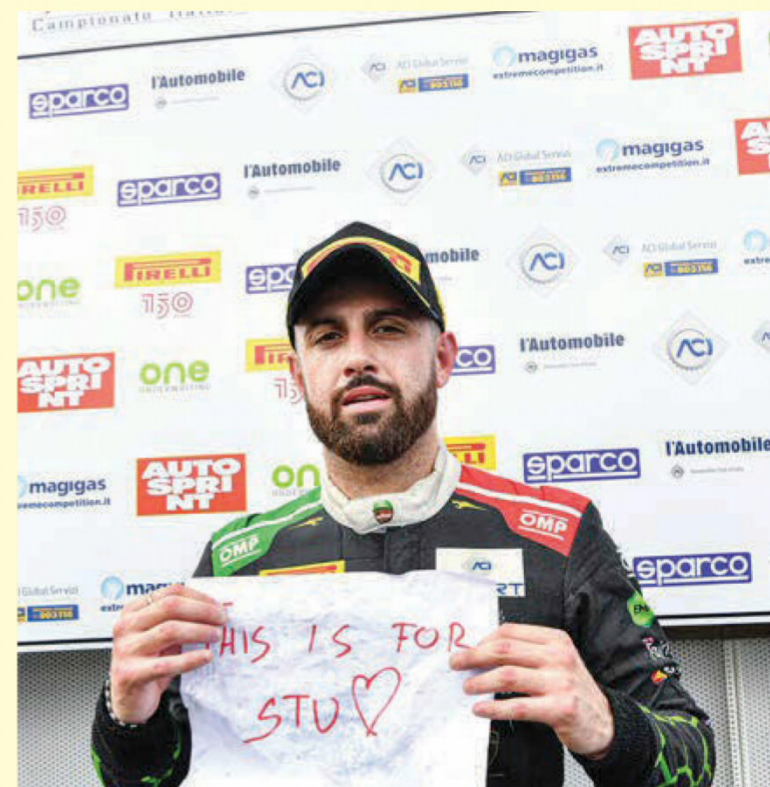
COLUMNIST

STUART MIDDLETON



Northumberland's 22-year-old GT3 star is itching to get back in the saddle after being knocked over by a rival car at Monza

Photos: Italian GT Championship



Team-mate Di Folco paid tribute after Monza win

I'm on the road to recovery after an accident in last month's season-opening Italian GT Sprint championship race at Monza, when I was hit by a rival car while waiting for my driver change pitstop.

We were leading the race at Monza and my Imperiale Racing team-mate Alberto Di Folco pulled our Lamborghini Huracan GT3 in to do the pitstop and it was just really strange: getting knocked over by another car is one of those things that rarely happens. It totally caught me off guard; as soon as it happened I was trying to get back up and I just couldn't move. It was the worst pain I've ever felt.

But, considering, my injuries are not too bad. My wrist got dislocated, with a small fracture, and I broke my right big toe and have pulled ligaments in the left leg.

It's definitely getting better each day,



Middleton wants to be back in picture at Misano

I'm feeling well in myself, and I'm hopeful that I can be in the seat again for the next round early next month at Misano. There's no planned test days until the race so I'll be straight back into the action.

The Imperiale team did an absolutely cracking job at Monza all weekend. It was looking good for us to get a victory or two or at least a couple of podiums. But after the pitlane accident my team-mate Alberto had to do both races by himself. Unfortunately the incident lost us a bit of time and they gave us a penalty for not changing drivers so we lost a win and got knocked down the order with that penalty.

Then in the second race of Monza's double header Alberto did everything right and an absolutely mega job to win.

I was watching from the apartment I was staying in at Monza and seeing all the tributes for me that Alberto and the team did, bringing the helmet out on the pitwall and the podium and the little sign they drew up, all those little touches really meant a lot and I'm just lucky to have such an amazing team. We're like a little family and they're top guys.

I started racing in go karts from the age of six, it was just something to do as a hobby for me and my dad; we're not a motor racing family. And like anything you get the bug for it, and I progressed my way up through the ranks and then for 2015 I entered the Ginetta Junior Scholarship.

I went into it thinking it was a bit of an experience in a racing car, but I ended up winning the thing so that kickstarted my motor racing career and I got a fully funded season for the Ginetta Junior championship. So I just progressed on from there and here

we are today; it was a bit of a roller coaster but it's worked out well.

In Ginetta Juniors I won the Winter Series and then was the main championship's vice champion in just my second year. Then for 2017 I teamed up with Will Tregurtha and HHC Motorsport in British GT's GT4 championship. The team were rookies as well as the drivers, and we ended up winning everything.

That included getting the Sunoco Whelen Challenge award, and with that I got to race in the Daytona 24 Hours. That was just an out of this world experience, going from a GT4 car into a crazy DPi Cadillac, with a lot of power and aero like nothing I've ever felt. I would say it's still the best experience I've ever had in motorsport, and we finished second overall beating the likes of Lando Norris, Fernando Alonso, Juan Pablo Montoya and Simon Pagenaud.

After Daytona I did another year in a Ginetta, finishing vice champion in the European GT4 series. Unfortunately I couldn't do more Ginetta, but we looked further afield and an opportunity came to test a Lamborghini Super Trofeo car.

I absolutely loved it and I got a full season in the European Super Trofeo series, and won my first race in a Lamborghini at Silverstone in 2019. I got put onto the Lamborghini young driver programme, I worked my way through the Super Trofeo ranks and took an opportunity to go to the GT3 car with Imperiale, plus got put on Lamborghini's GT3 Junior programme.

Looking forwards, fingers crossed I'm going to be staying with Lamborghini and I'd love to become a factory driver for them one day. So I'm just trying to keep achieving results and hopefully I'll get there.

"I was trying to get back up and couldn't move. It was the worst pain I've ever felt"

WHAT'S ON

YOUTUBE

We're very pleased that our readers' Q&A guest this week is Adam Carroll, a man who is as talented as he is well travelled. And to supplement the words YouTube, as is fitting, offers a wide range of footage from Carroll's racing exploits and thrilling triumphs. For starters you can

watch Carroll taking victory in what was the Formula 1-feeding GP2 championship's first-ever meeting, at Imola in 2005. And the Northern Irishman makes spectacular progress in order to do it, including getting by at least one rather prestigious name. You can watch it at:

youtube.com/watch?v=TSvGpKiknIE. You can also watch all of the two season-closing races from Brands Hatch where Carroll wrapped up A1 Grand Prix's 2008-09 title for Ireland, coming from behind on points against reigning champion Switzerland's Neel Jani.

It appeals to the nostalgic senses too because, as things stand, it is The World Cup of Motorsport's final meeting. It's also Brands' GP track, which always appeals. It's all at: youtube.com/watch?v=xdNh9pbp_ew. While for further thrills you can also check out

Carroll's recent exhilarating British GT showdown with GT royalty Jules Gounon at Oulton Park. Brief highlights are at: youtube.com/watch?v=ZZCbmlJhbZM or you can watch the entire hour-long race at: youtube.com/watch?v=qbyghs_5RzI

Graham Keilloh



Carroll: YouTube star

TV GUIDE

Sky Sports F1's 2022 Spanish Grand Prix preview F1 Show is at 1900hrs-2000hrs on Friday, while Ted Kravitz's notebooks are on 1735hrs-1805hrs on Saturday for qualifying and 1700hrs-1730hrs on Sunday for the race. Then on Monday at 2130hrs-2300hrs Any Driven Monday reviews the weekend. Channel 4's qualifying highlights are on Saturday 1845hrs-2015hrs while its race highlights are at 1830hrs-2100hrs on

Sunday. Earlier, the channel has W Series Barcelona highlights at 0900hrs-0930hrs. BT Sport has day-by-day highlights of this weekend's World Rally Championship Rally Portugal. Day one's are at 0000hrs-0030hrs early on Saturday on BT Sport 3, day two's are on BT Sport 3 on Saturday at 2330hrs-0000hrs, while the final day's wrap is on BT Sport 2 on Sunday at 2145hrs-2215hrs.



Spain is in TV's focus

ITV4 shows the best of last weekend's British Touring Car Championship Brands Hatch action on Saturday at 1130hrs-1300hrs and on Sunday at 1115hrs-1245hrs. ITV1 shows it on Wednesday at 2340hrs-0055hrs.

Graham Keilloh

WHAT'S ON

RALLYING SATURDAY
■ **Plains Rally (Mid Wales)** Knutsford and District MC (spectators admitted) plainsrally.co.uk

■ **Maiden City Stages (NI)** Maiden City Motor Club (spectators admitted) maidencitymotorclub.com

RACING FRIDAY-SUNDAY
■ **Silverstone GP, Northants** C1 24-hour race: C1 Endurance, Mazda MX-5, Clubsport, BMW 1 Series Starts Friday, qualifying from 1915hrs Saturday, racing from 1125hrs (qualifying from 0900hrs) Sunday, racing continues **Admission** £16 **Web** silverstone.co.uk Tickets online only

SATURDAY
■ **Oulton Park International, Cheshire** **MSVR meeting:** BCV8, Equipe GTS, Equipe Pre '63/Equipe 50s/Equipe Libre, GT and Sports Car Cup Starts racing from 1150hrs (qualifying from 0900hrs) **Admission** adult £14, under 13 free **Web** msv.com **Contact** 0344 225 4422

SATURDAY-SUNDAY
■ **Brands Hatch GP, Kent**

MSVR meeting: Monoposto, Radical Challenge, Radical SR1 Cup, Radical Club Sprint, Radical Club Enduro, 7 Race Series, Sports 2000, Clubmans, MSVR Allcomers, Locost, Mazda MX-5, Sports Racing and V8s, Tin Tops Starts Saturday, racing from 1245hrs (qualifying from 0900hrs) Sunday, racing from 1115hrs (qualifying from 1000hrs) **Admission** adult £14, under 13 free **Web** msv.com **Contact** 0344 225 4422

■ **Cadwell Park, Lincs** **MSVR meeting:** Formula Ford, Track Day Championship, Track Day Trophy, Mini Miglia, Mini Se7en, Focus Cup, Production Golf and BMW, Racing Saloons, Z Cars and New Generation BMW Starts Saturday, racing from tba (qualifying from 0900hrs) Sunday, racing from tba (qualifying from 0900hrs) **Admission** adult £14, under 13 free **Web** msv.com **Contact** 0344 225 4422

■ **Snetterton 300, Norfolk** **BRSCC meeting:** Caterham UK, Caterham 310R, Caterham 270R, Caterham Roadsport, Caterham Academy, BMW Compact, Focus Cup, ST-XR Challenge, CityCar Cup, Track Attack Racing Club

Starts Saturday, racing from 1330hrs (qualifying from 0900hrs) Sunday, racing from 0950hrs (qualifying from 0900hrs) **Admission** adult £14, under 13 free **Web** msv.com **Contact** 0344 225 4422

■ **Mallory Park, Leics** **CMMC meeting:** Pickups, Welsh Sports and Saloons, MG Metro, 500cc F3, Modern Cars, Classic Cars, Classic Era, Pre '65 Cars, Modified/Super Saloons, Tin Tops, Intermarque Silhouette Starts Saturday, racing from tba (qualifying from 0930hrs) Sunday, racing from tba (qualifying from 0930hrs) **Admission** adult £15, under 13 free **Web** malloryparkcircuit.com **Contact** 01455 502214

SPORTING SCENE SUNDAY
■ **Aldershot, Hampshire** **National Hot Rods; BRISCA F2 British Championship** Starts: 1200hrs **Admission:** adults £20, concessions (65 and over) £18, children 5-14 years £6, car parking £2. **Web:** spedeworth.co.uk

Details correct at time of going to press. Please check with organisers first

LIVE TV			
FORMULA 1 BARCELONA Practice 1: Friday, 1230hrs-1425hrs, Sky Sports F1 Practice 2: Friday, 1545hrs-1725hrs, Sky Sports F1 Practice 3: Saturday, 1145hrs-1310hrs, Sky Sports F1 Qualifying: Saturday, 1420hrs-1635hrs, Sky Sports F1 Race: Sunday, 1230hrs-1700hrs (start time 1400hrs), Sky Sports F1; Sky Sports Main Event	1635hrs-1735hrs, Sky Sports F1 Feature race: Sunday, 1035hrs-1125hrs, Sky Sports F1	Qualifying: Sunday, 2000hrs-2300hrs, Sky Sports F1	Race: Saturday, 1320hrs-1420hrs, Sky Sports F1; Sky Sports Mix
FORMULA 3 BARCELONA Practice: Friday, 0830hrs-0915hrs, Sky Sports F1 Qualifying: Friday, 1425hrs-1505hrs, Sky Sports F1 Sprint race: Saturday, 0955hrs-1050hrs, Sky Sports F1 Feature race: Sunday, 0900hrs-1000hrs, Sky Sports F1	WORLD RALLY CHAMPIONSHIP RALLY PORTUGAL SS1: Thursday, 1900hrs-2000hrs, BT Sport 2 SS9: Friday, 1900hrs-2000hrs, BT Sport 3 SS10: Saturday, 0730hrs-0830hrs, BT Sport 2 SS13: Saturday, 1430hrs-1530hrs, BT Sport/ESPN SS19: Sunday, 0830hrs-0930hrs, BT Sport 2 SS21/Powerstage: Sunday, 1200hrs-1330hrs, BT Sport 2	INDYCAR INDIANAPOLIS 500 Qualifying: Saturday, 1805hrs-2250hrs, Sky Sports F1	W SERIES BARCELONA Qualifying: Saturday, 1815hrs-1900hrs, Sky Sports F1; Sky Sports Mix

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Photographs must be of a good quality and please send no more than three images



Graham Lomax's pic of an SBR Crono at Harewood Hill recently



An MG in flight, from Peter Atkins



Ric Wood's flames, by Chris Collier



Barwell Lambo, by David Harbey



Dan Lowson enjoyed Silverstone

NEXT EDITION

EXPLORING THE BITE OF JAGUAR IN MOTORSPORT

Our special bumper issues looks back at Jaguar's racing pedigree



OUT THURSDAY, MAY 26

Rally Portugal

The WRC battle gets reunited

Will Elfyn get his show on the road in Porto?



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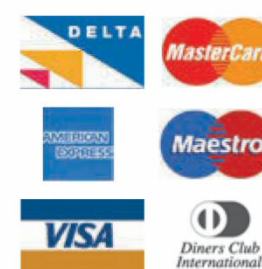


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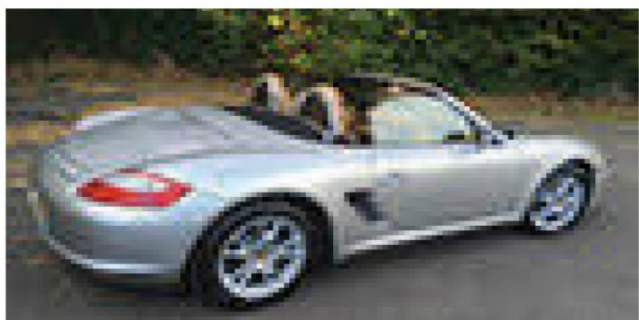
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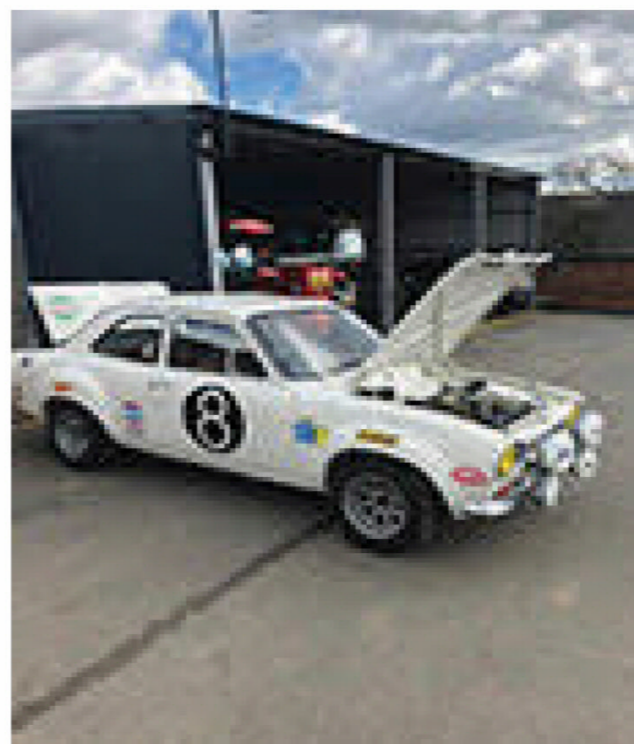
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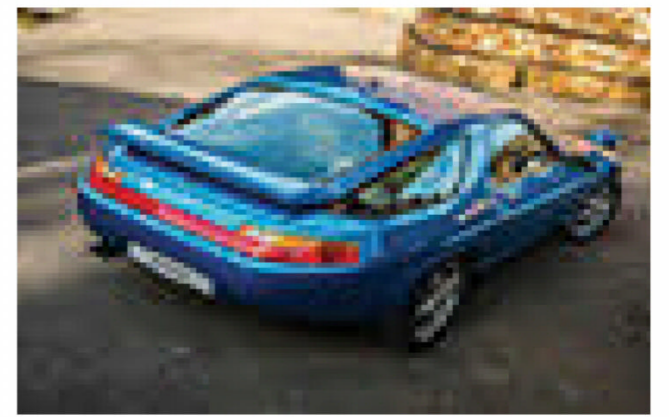
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